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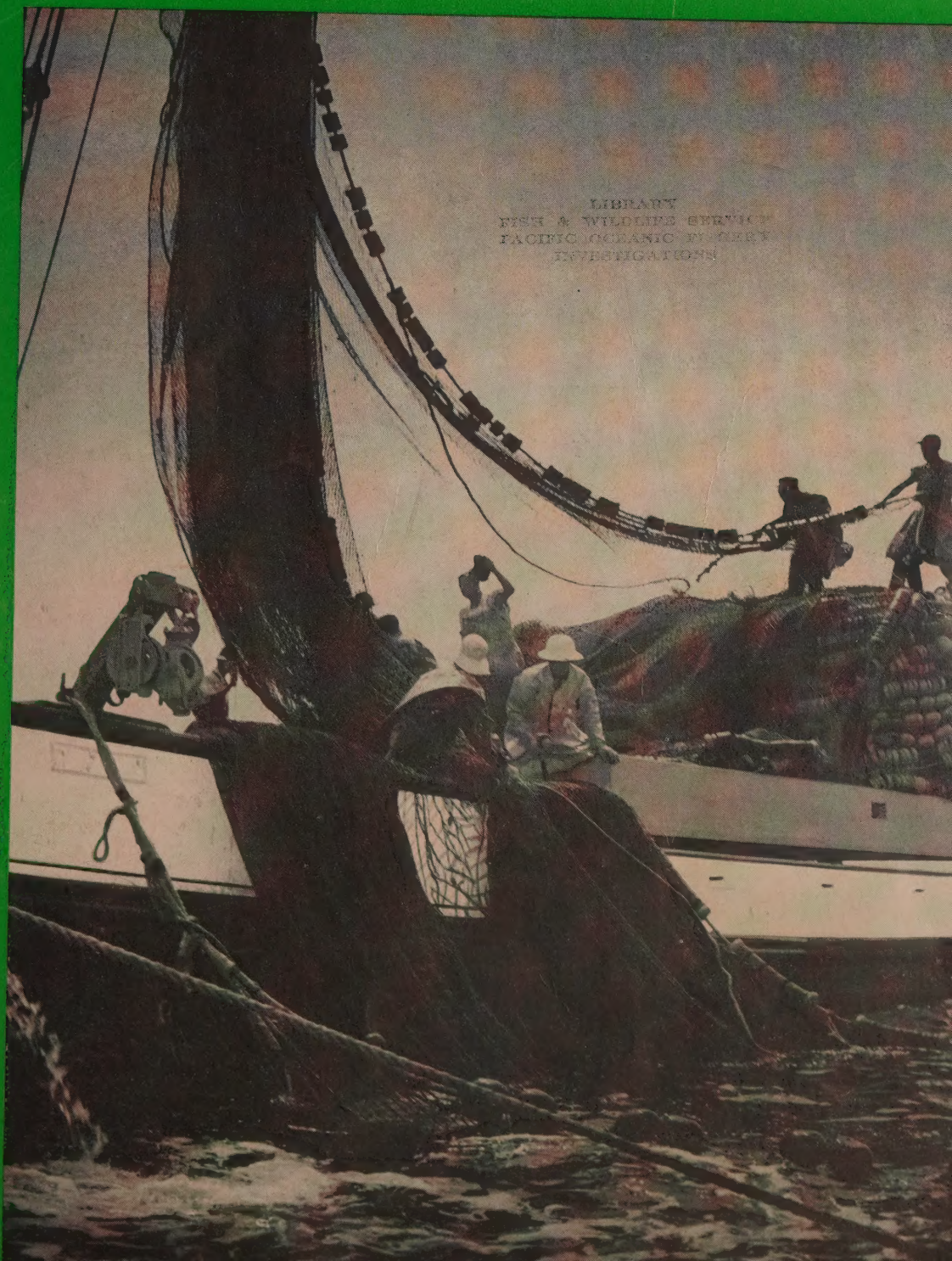

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PACIFIC FISHERMAN

1953 Volume 51, No. 8

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PACIFIC FISHERIES TREATY— ACHIEVEMENT AND OPPORTUNITY

EXCHANGE of ratifications of the International North Pacific Fisheries Treaty in Tokyo June 12 brings into actuality this significant convention between the United States, Canada and Japan.

Where other Pacific fisheries treaties have had specific objectives, for the rebuilding of the halibut and Sockeye salmon resources and the scientific study of tuna, the North Pacific Fisheries Treaty is designed to enable the signatory nations to cope cooperatively with the broad problem of "wise use" conservation on an oceanic scale—that one of Man's great food resources may be developed without being damaged.

The treaty is the outgrowth of efforts of the Pacific Fisheries Conference, which from its beginnings immediately after the close of World War II toiled for a treaty that would permit the nations bordering the North Pacific to reap its rich fisheries in peace, and under a scientific sustained yield program.

The treaty now in effect is not what the Pacific Fisheries Conference would have written; nor is it wholly satisfactory to all who have supported it. Nevertheless, it is an achievement in industrial, governmental and international dealing; and an opportunity for coordinated conservation on an oceanic scale.

The industry and the individuals from whose initiative this treaty came into being can take pride in an unselfish achievement for the benefit of Mankind and for the conservation of a great food resource.

The next step for the United States is to prepare and pass the enabling legislation which will make the treaty effective for Americans, and which will determine how this country will meet its treaty obligations and responsibilities.

Commissioners are to be appointed by the President, a maximum of four. It is to be expected that two will represent the Pacific states, one Alaska and one the Federal fisheries service. This is duty which offers no compensation beyond that of service in a field of international influence and the limitless opportunities of the Pacific Basin.

Bristol Bay Salmon Contracts Repeat 1952 Price Scales

Following the trend generally manifest in the 1953 Alaska Salmon season settlements, the Bristol Bay contracts concluded just before presstime of this issue called for the same prices as in 1952, when the operators paid 44c each for Red salmon caught with company-owned power boats and 47c for those taken with company sail boats.

The settlement with the Bristol Bay Fishermen's Union called for 70c for Red taken with the fishermen's own boats and gear. This contract also provided "run money" for Bristol Bay residents in the sum of $234, payable for work done before and after the fishing season.

THE COVER PICTURE

In the graphic photograph on our cover Lee Beveridge, Van Camp Sea Food Company, caught the action of the *American Venture's* crew fleeting the heavy tuna net aboard after making a set somewhere along the Central American banks. Capt. Bill Horner, San Pedro, is skipper of the seiner.

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This means that we are able to give you the right cans at the right time. Further, it means that we are able to hustle to your side when you need any of the research or engineering we have available. (Incidentally, there are Continental research laboratories at Seattle, Hayward and Whittier.)

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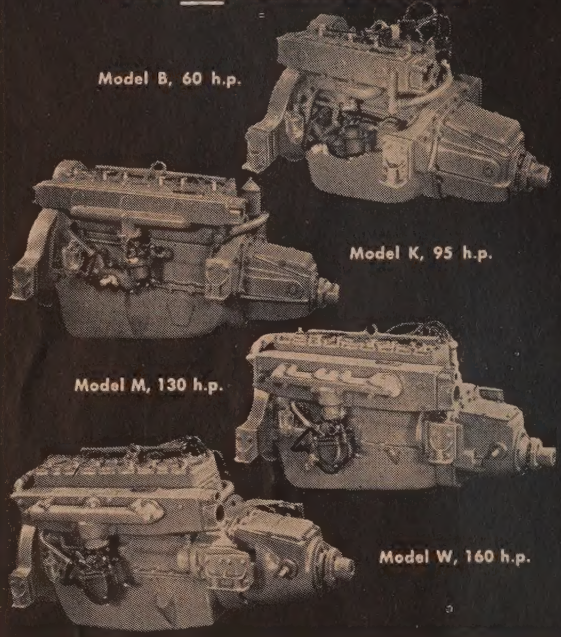

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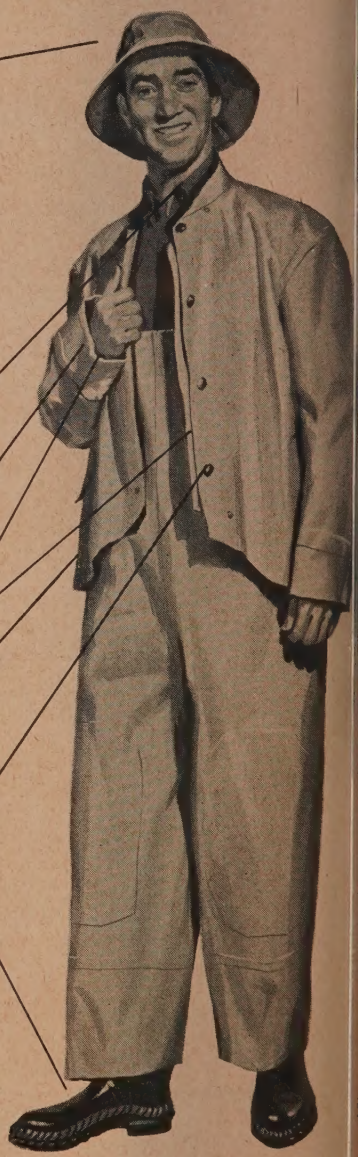

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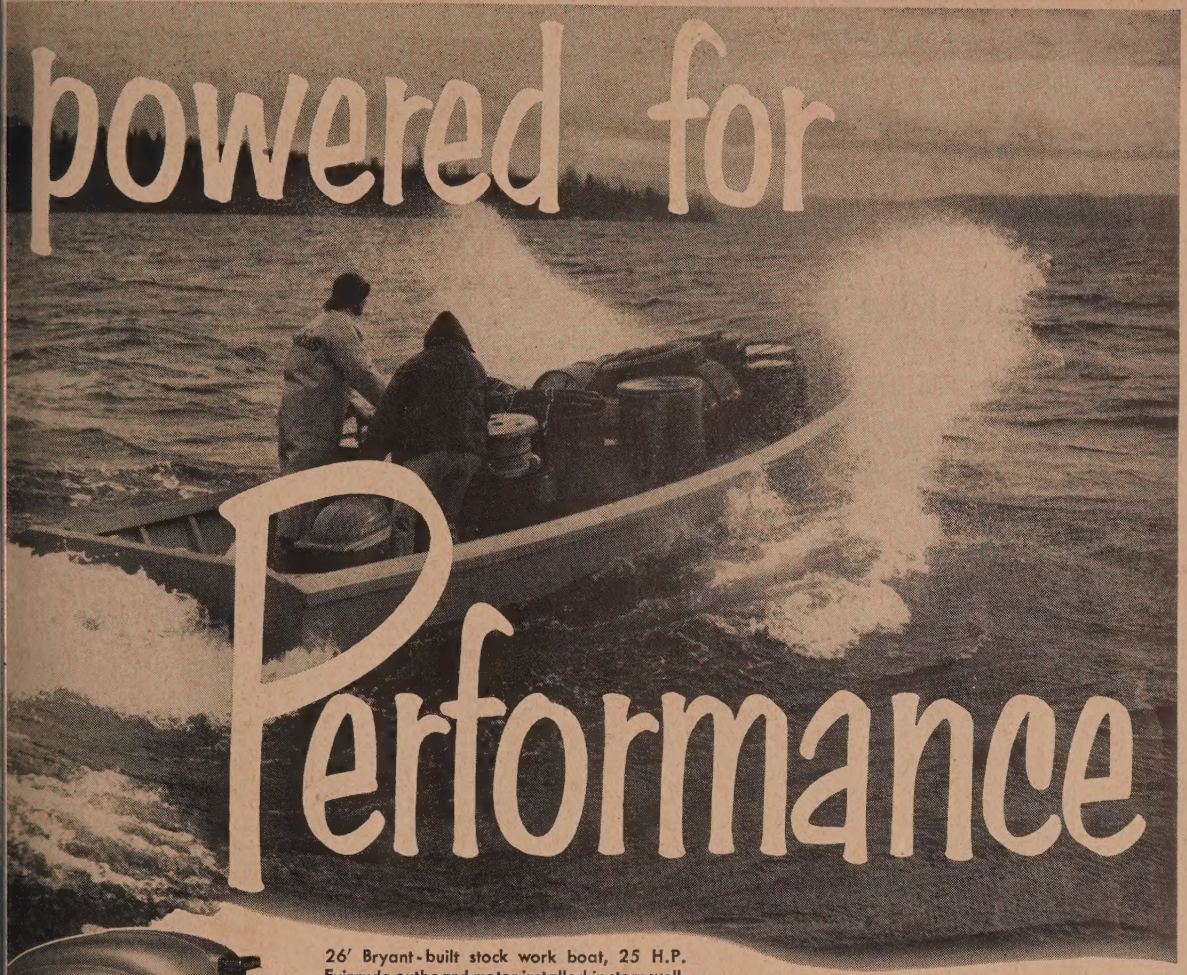

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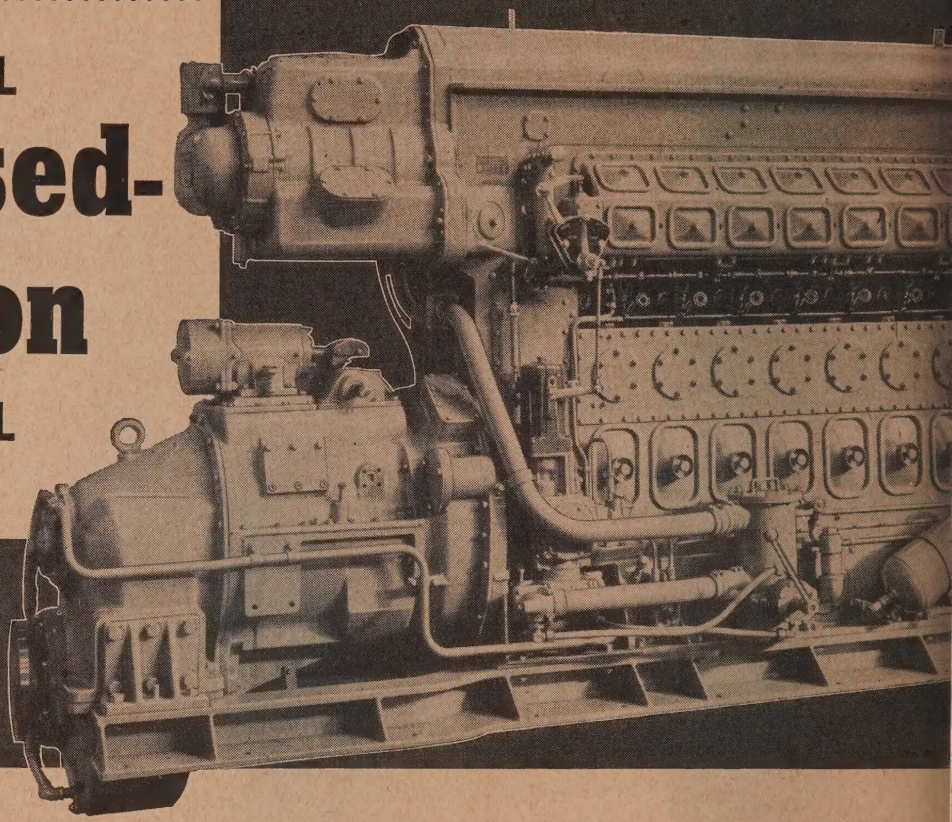

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ACING RISKS 'O PACK SALMON

CEPTIVE smoothness marked the manner with which the mixed and mingled fragments compose the Alaska salmon in- puzzle fell into shape for the eason.

his issue went to press, with st of the season's operations under way, and major activi- pending, there seemed reason- ssurance that there would be or stoppage.

contracts were negotiated and ales agreed to with a show of anding and reasonableness un- d for many years. It was evi- at the fish producers and plant ecognized the seriousness of t situation to a greater degree itherto. It was not lessened, r.

ithstanding the fact that scales es and prices, and costs of ls and equipment, generally e closely in line with those of mpetent and objective analysts risk this year as very great. of packers lost money last d the competitive picture this suggests sharp pressure on The lower level of meat prices ps the most serious of these s, but there are others— tuna and floods of first quality illet imports.

Industry Acts d Market Development

dental with the arrival of the ska-packed salmon of the year thousand cases from Copper he salmon canning industry d a contract with Dudley, n & Yutzy of New York for uing consumer education and omotion campaign for canned

her words, the industry is isk realistically and is em- barking upon a long-term investment designed to rebuild a market which still suffers from the war years when almost the entire salmon pack was taken for military needs and the consumer was diverted to other products.

At presstime of this issue only two districts had produced enough salmon for comment — Columbia River and Copper River.

In neither instance is there much to say which can be counted as encouraging. On the Columbia the spring season, from April 30 to May 27, yielded but little. Quality was excellent, by volume nominal. It is evident that the spring run largely passed upriver before the opening of the season, as the count of spring Chinooks through the fishways at Bonneville Dam was exceptionally good. It had been hoped that this was evidence of a good run to come in May; but it actually only showed that the run was going upstream before the season opened.

The early part of the Copper River run—including most of the Chinooks and a large portion of the Sockeyes—was lost for a distinctly different reason. The season opened May 1, but it was not until three weeks later—May 21—that the fishermen and canners came to an agreement on price. In that period a large part of the run went by unfished. The fishermen gained 10c per fish over the 1952 figure, but they had only one week of good fishing before the run began to dwindle.

The Copper River pack is expected to be only about half as large as that of 1952, but it should be remembered that last year produced the best pack in the history of the river. It had been hoped that this year would give further evidence of up-building in the Copper River run, but if such occurred it went unfished while packers and fishermen argued over the difference between $1.15 and $1.25 per fish.

Nushagak Reopened in Surrender to Expediency

In a rather dismal surrender to expediency, the Department of the Interior abandoned the program for closure of the Nushagak River and opened that sick fishery for a period of two days a week. This concession to the clamorous outcry raised by residents of Dillingham was dictated from high levels of the Department of the Interior, with instructions to the Fish and Wildlife Service to abandon its program for closure of the Nushagak in an effort to rebuild its depleted run.

The neighboring Togiak, which hitherto had been reserved for bona fide personal use fishing; and whose unfished population served as a useful control in biological studies, also was opened.

The Bristol Bay salmon operators opposed these openings as destructive to an already decimated population. (Remember this fact the next time you hear the salmon industry attacked before Congress for its "greed.")

The salmon industry counts this—and every odd-numbered year—as a "Pink year," when the supply of Pink salmon normally is larger than in the alternate even-numbered years.

This is due to the fact that in Southeast Alaska for a number of years the odd-year cycle has been distinctly the larger. In several other districts of Alaska this same condition seems to prevail, although not to as marked a degree.

Finally, of course, is the extreme periodicity of the Puget Sound Pink run, which actually occurs *only* in the odd years. This fishery over the past four cycles has averaged 485,000 cases, and thus makes a substantial contribution to the United States stock of Pinks.

TUNA WON'T BITE

"WORST live bait fishing in my 30-years' experience!" That's how one of Southern California's pioneer tuna clipper owners described fishing for the hook-and-liners from Mexico to Peru in mid June.

The 200-odd clipper fleet was scattered along the vast "Yellowfin trails," and everywhere the story was the same: Plenty of tuna in evidence, but the fish just wouldn't bite. At presstime San Diego and Los Angeles Harbors reported that at least 15 hook-and-liners were then out 100 days or more, a modern-day record.

For the smaller purse seine fleet the story had been a little brighter. The net vessels, mostly operating off Mexico, were about abreast of last year to date, having taken approximately 10,000 tons to June 1. However, one more, or possibly two, trips were all that could be hoped for many seiners. Several long-range seiners would continue to operate in Central and South American waters throughout the year.

There were no signs of Albacore in early June to engage attention of hundreds of anxiously-waiting crews of smaller vessels, gathering in Southern California ports. However, few expected much "color" before around the middle of July.

Frozen Tuna Import Tonnage Rises Rapidly

Meanwhile, imports of raw, frozen tuna continued to mount. During May nearly 2,000 tons, mostly Albacore, arrived at southern canneries. For the year to June 1, this meant a to 11,000 tons, representing a 1,200,000 cases. During June ar of Japanese Albacore cont heavy, while around 1,200 to Yellowfin and Skipjack came Peru.

Figures in tonnages or case for Southern California were co dictory, because of the great inc of frozen imports.

The three summer months, July and August should, with a favorable situation for the bait normal delivery from seiners, th pected run of Albacore, and cont high imports of raw tuna, equal least approach last year's com summer total, 70,000 tons. This n the Southern California ind should reach approximately 5,00 cases for the year to Sept. 1.

Tidelands Bill Reaction May Firm 3-Mile Policy

THREE-MILE-LIMIT policy of the United States will not be seriously impaired by the "Tidelands Bill," and may even be strengthened by the clearer enunciation of national leaders as they seek to give official interpretation to the act.

This is the considered opinion of fishery leaders from both coasts, and of their counsels, as expressed to *Pacific Fisherman*. Some minority members of Congress of course take a widely divergent view.

Furthermore, the "Continental Shelf Bill" now before Congress gives Congress an opportunity to make plain the American position that neither measure in any way involves the right of free and unimpeded navigation and fishery anywhere beyond the three-mile limit.

While enactment of the "Tidelands Bill" *may* have weakened our traditional three-mile position, there are some clear thinkers who say this policy has never been plainly enunciated, and that it will be more fully stated than ever before as a result of the submerged lands measure.

Actually, the "Tidelands Bill" is not nearly as specific as the newspaper-reader is apt to assume. It grants the states rights to the submerged *lands* out to their *historic boundaries*. These are not specified. In the case of Texas and Florida these boundaries *may* lie three leagues (10.5 land miles) to sea; but in no case does the act confer any right to jurisdiction over any waters, or rights of navigation or fishery in them, beyond the three-mile limit.

The "Continental Shelf" act now before Congress would give the Federal government authority over the acts of Americans in submerged lands beyond the historic boundaries of states, and the right to share in income derived from them.

The California tuna industry is requesting an amendment to the "Continental Shelf Bill" which would say:

"This act shall be construed in such a manner that the character as high seas of the waters above the continental shelf seaward of a line three geographical miles from the coastline of each state, and the right of free and unimpeded navigation, navigational servitude, and fishing appertaining thereto shall not be affected."

Primary congressional proponent of the submerged lands bill was Senator Guy Cordon of Oregon, whose thinking on the measure, and handling of it, was marked by keenness and soundness which gives him new stature in the Senate. His words in reporting the bill to the Senate are taken by legal students of the matter as adding strength to the United States' three-mile-limit policy, rather than weakening it. He said in part:

"The purpose clearly is to enun as emphatically as can be done the paramount rights of the Fe government in its constitutional of controlling and regulatiing r in national defense, and *in int tional affairs* cannot be inter with by any situation created the resolution. The resolution to transfer, establish and vest i states interests which in thems are *proprietary* in character, but sense *governmental*. These int are made subordinate to the mount rights of the United Stat

Some attorneys whose opinion ry a pretty high price tag in the market believe that the Cordon ment, the President's specific ence to submerged *lands*, and the tinental Shelf Bill may ac strengthen America's three-mile position by spelling-out and und ing it.

Kask Reported Resignin For Canadian Position

Dr. John L. Kask was report officially at presstime to have re as assistant director of the U. S and Wildlife Service; and to ha cepted a position as chairman Fisheries Research Board of C

A Canadian by birth, Dr. Kas an early member of the Interna Fisheries Commission staff, an became a naturalized America zen. He served in the American in Japan, later was with the I and was recently chief biologis the Pacific Oceanic Fishery I gations—a post from which h to Washington to become succe head of the FAWS foreign branch and then assistant dire

EDERAL IMPACTS ON FISHERIES

John C. Farley is sworn-in as director of the United States Fish and Wildlife Service. Ralph Tudor, Undersecretary of the Interior, watches on the left. Mr. Farley listens, and Mrs. Farley watches him, as Federal Judge John C. Bowen of Seattle reads the oath.

omela to Diagnose laska Fisheries Case

ASKA responsibilities of the Department of the Interior are being taken very seriously by Douglas McKay, Secretary of the Interior, and he moved usly this June with respect to one of them—fisheries. ting a detached, expert, objective analysis of the a fisheries problem and of the effectiveness of the nd Wildlife Service's handling of it, Secretary Mcnnounced at the end of May through Undersecretary Tudor, speaking in Seattle, that he had "borrowed" J. Suomela from the Oregon Fish Commission. Mr. la is to make a broad study of the Alaska situation e Fish and Wildlife Service handling of it; and is to recommendations directly and personally to the ary.

ice of Mr. Suomela for this special duty is sigt. He was director of the Oregon Fish Commission h all the years that Mr. McKay was governor of ate. He is a former United States Fish and Wildlife e biologist, and thus thoroughly familiar with the icratic by-ways of that agency, as well as with most personnel. He left the Federal service to head the n fisheries department, a post in which he has atthe widest recognition as an effective fishery adrator; and for the remarkable loyalty, morale and de corps which he has developed within his deent.

ur edition for March, 1953, *Pacific Fisherman* used prophetic words:

Mr. McKay wants a man he can trust, and knows as one in the Oregon director."

Secretary sends Mr. Suomela to Alaska openly, n announced purpose. He has selected a man who his way around, as a scientist, as an administrator, a man.

e who remember when Ickes sent an investigator to will note a marked difference.

Conservation is Key As Farley Takes Over

CONSERVATION — "wise use" — was the keynote when John L. Farley was sworn-in as director of the Fish and Wildlife Service at Seattle May 25.

Mr. Farley pledged himself to the wise use and upbuilding of our fishery resources, while Undersecretary of the Interior Ralph Tudor, only just returned from Alaska, told of efforts to conserve money and human energy by a program of "wise use" within the Department, "wise use" beginning with the elimination of unnecessary divisions and personnel.

"This is a team without ambition beyond doing a good job. It takes time to build a team of people qualified for the task, without personal ambitions in government, who can and will work to produce an economical, effective federal agency.

"Twenty years have produced strife and problems, duplications and waste in Interior. It will be a year before we can be fully effective; for we are handicapped by laws providing for privilege and vested tenure.

"Only last week we eliminated the Defense Fisheries Administration as we moved to cut out the fat. We expect to examine each bureau in the department closely, critically, and to eliminate those which encroach upon and overlap the functions of other departments; or which otherwise are superfluous.

"We are finding that Interior has spread into the field of foreign relations and of commerce. These things we shall dispense with."

Sworn-in as director of the Fish and Wildlife Service, Mr. Farley expressed himself thoughtfully and earnestly:

"The oath I have taken as director of the Fish and Wildlife Service is a serious thing. It carries an obligation to God and man, to industry and sport, to the conservation of elements of Earth's wealth, so that men may benefit from them forever.

"In this task we shall need help, from God and from

men. With this help, we can conserve what we have; and can re-build elements that have been damaged, restoring them for an even larger harvest.

"To this we are dedicated, as we seek to do a really worthwhile job."

In line with Mr. Tudor's declaration that the Department of the Interior was abolishing its Division of International Activities, it is of interest that its employees concerned with fisheries were dismissed effective June 19.

Individual in this group most widely, and not too favorably, known in the Pacific fishing industry is W. E. S. Flory, who for some time was an official in the Department of State specializing in fisheries matters.

Action of Interior in closing this division is evidently part of its new policy to withdraw from activities in which it or its agencies, such as the Fish and Wildlife Service overlaps the fields of the Departments of State and Commerce. Some reduction in the marketing and promotional activities of the Service may also be anticipated.

Status of FAWS Top-Level Officials Is Altered

Special significance is attached to the June order of Secretary of the Interior McKay by which present "assistant directors" of the U. S. Fish and Wildlife Service have been re-designated as "assistants to the director."

The offices of "assistant director"—*two* of them—are created by statute. The director can have as many "assistants to the director" as he can pay for under his budget.

Just *who* will occupy the several positions is not yet evident. Albert M. Day, former director, is expected to be one of the "assistants to the director." So is Clarence Cottam, wildlife specialist. Dr. Jack Kask is reported to be resigning to accept a Canadian appointment.

Dim View Taken of POFI Extension Toward the East

Washington seems to take a dim view of the suggestion that POFI studies might be extended east of the 120th meridian toward the coast of South America near the Equator. Opinion was inclined to feel that these waters were more properly a field for the Inter-American Tuna Commission, which thus has more field for study than it has funds with which to do the studying.

Preventive Enforcement, Rather Than Punitive, is FAWS Idea

Thinking of Fish and Wildlife Service Alaska specialists today inclines toward new emphasis on enforcement of the existing regulations as an effective means of implementing the regulations and conservation program.

It is coming into recognition that *prevention* of violations is more effective than their punishment—that it is cheaper, easier, more effective, and more beneficial to the fish to have stream guards to prevent violations, rather than patrols to detect and punish them.

Prevention is much more popular in Alaska than punishment, and the prevention of violations does something which punishment cannot do—*it saves the fish,* which after all is the fundamental purpose of the regulations, seasons, closed periods and deadlines.

It would not be surprising to see the Service's methods swinging away from the aerial patrols fleets of aircraft, which have featured the system in recent years, toward the former system of stream guards to *pre* the destruction of fish, rather than aerial observer *punish* it, after the fish are dead.

Punishment perhaps was effective when fish were c and money for fines was hard to come by; but premium price of fish today makes it well worth w to take a chance on creek-robbing.

Secretary of Interior Douglas McKay

When Governor Douglas McKay of Oregon was pointed Secretary of the Interior there were those thought he might be too easy-going, too prone to the broad and easy way to handle so rough an ass ment.

Those who saw him take-on the task of dismis Super New Dealer Clawson from the Bureau of L Management; drop Al Day from Fish and Wildlife Ser authority despite the outcries of the well-paid wil lobby; and finally alienate John L. Lewis by decli to let him name the new director of the Bureau of M

Those who saw him step into these three bare-knu fights all at once revised any opinion that he migh easy-going. They credited him with courage borderin the reckless.

And, they noted that he took the three-direction tor of attack which was launched against him without we ing, without flinching, and without making the mis of replying to the volleys of invective. He did wha felt was right—and stood-pat on what he had done.

Undersecretary of Interior Tudor

Ralph Tudor sits in his office of Undersecretary of Interior with never a thing on his desk.

That seems to be indicative of the orderly chara of his thinking—and perhaps of his primary assignn No one has been told, but Washington nevertheless the impression that Mr. Tudor's task in Interior prim is to order and reorganize the department and its sions, bringing to it the effectiveness and orderly th ing of the engineer, perhaps with resultant eliminatio waste and duplication.

As a bridge engineer he has designed structure maximum functional utility, with no pound of exces ounce of waste.

Perhaps his assignment calls for doing somethin this sort in Interior.

When Secretary McKay introduced Mr. Tudor gathering of the Department chiefs he said he wa them to "Meet the new boss." Some think that ca taken literally.

Assistant Secretary Orme Lewis

Mr. Lewis comes from Arizona, with a backgrou service in Congress and of acquaintance with many o functions of Interior as they have been manifest i own state.

He is a smooth article—the best-dressed man se a full fortnight of talking to men in Washington; a the same time a man earnestly concerned with acqu as much information as quickly as possible about the plexities of a position which involves supervision some of the most controversial of Federal bureaus—t involving Fish and Wildlife, Indians, Territories, an Public Domain.

Mr. Lewis has been under some criticism fro Washington columnists and commentators because expressions favoring private development of the na natural resource reserves.

XECUTIVE COMMITTEE, CANNED SALMON, INC., DIRECTING MARKET-BUILDING ENTERPRISE

I. Petersen, chairman of the committee is seated in the middle. He is sales manager of the New England o., and is flanked on the left by Vance Sutter of Fidaglo Island Packing Co. and on the right by Aubin ld, president, Alaska Packers Association.

nding, from the left, the committee members are: John S. McGowan, Columbia River Packers Associa- ohn N. Plancich, Fishermen's Packing Corporation; Lawrence Calvert, president, San Juan Fishing & g Co.; E. O. Paup, sales manager, P. E. Harris Co.; Charles D. Alhadeff, Whiz Fish Products Co.

SALMON PROMOTION ETS UP ON THE STEP

NNED SALMON'S continuing ampaign of consumer educa- on and market development ced in professional hands in hen the executive committee ned Salmon Incorporated se- the national public relations Dudley, Anderson & Yutzy to the enterprise, currently sup- by more than 80% of the n salmon pack, with an initial about $185,000.

ipation contract entered into packers runs for a period of rs; but broad plans are to the campaign indefinitely.

executive committee selected Anderson & Yutzy after re- applications of about 30 pub- tions firms and thoroughly ; all proposals submitted. The y is said to be the oldest pub- tions house in the United founded in 1901; and to be est food promotion firm of in the country.

adquarters are at 551 Fifth w York City, where the east- ects of the campaign will be by George Anderson. Herbert n has established Seattle of- fices at 766 Dexter Horton Building, and will have charge of the work at its primary headquarters.

Among the other accounts handled by the D.A.Y. firm are: American Meat Institute, Can Manufacturers Institute, Florida Citrus Commission, United Fruit Co., Knox Gelatine Co., Nestle's Chocolate Co., American Molasses Co., Brazil Nut Association, McIlhenny Co. (Tabasco Sauce), and Parafined Carton Research Council.

Selection of the promotion agency was made by a committee composed of L. A. Petersen, New England Fish Co., chairman; E. O. Paup, P. E. Harris Co.; Aubin Barthold, Alaska Packers Association; John N. Plancich, Fishermen's Packing Corporation; Lawrence Calvert, San Juan Fishing & Packing Co.; Charles D. Alhadeff, Whiz Fish Products Co.; John S. McGowan, Columbia River Packers Association.

The general committee charged with handling the Canned Salmon Incorporated enterprise includes, in addition: Guy V. Graham, Libby, McNeill & Libby; H. B. Friele, Nakat Packing Corporation; Howard L. Scott, Pacific American Fisheries; Sam Rubinstein, Farwest Fishermen, Inc.; William C. Coyne, Annette Islands Packing Co.; A. W. Brindle, Ward's Cove Packing Co.; H. M. Parks, Western Fisheries Co.; J. J. Lind, General Fish Co.; Mark A. Jensen, Washington Fish & Oyster Co.; John M. Allen, Alaska Pacific Salmon Co.

Vance Sutter, president of Fidalgo Island Packing Co., is president of Canned Salmon Incorporated and a member of the committee.

14-Point Program Undertaken at Once

Mr. Petersen emphasized that the present enterprise is not an *advertising* campaign; but is designed solely for consumer education and market building through media of all kinds: newspapers, radio, magazines, home economics teachers, television, demonstrations, merchandising activities, point-of-sale promotions, and in partnership with other groups to amplify related-item promotions.

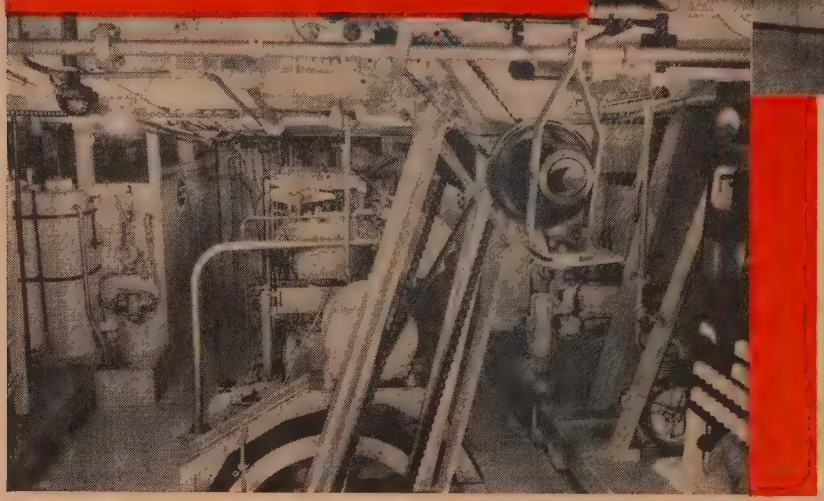
Although recognizing that the present season is far advanced and the seasonal summer demand for salmon already manifest, the promotion was

AUSTRALIA'S FIRST PURSE SEINER

powered by

ATLAS
MARINE DIESEL

Purse Seiner "Tacoma" built in Austr
Haldane Brothers of Port Lincoln, Sou
tralia, over plans furnished by Wester
building Company of Tacoma, Was



Engine room of the "Tacoma" showi
240 HP Atlas Diesel, which also o
the deck gear through a line-shaft
chain drive in foreground.

The fishing grounds of Southern Australia are now being explored by the Haldane Brothers, sailing their eighteen-month-old purse seiner "Tacoma" out of Port Lincoln, South Australia.

Powered by its dependable Atlas Marine Diesel the "Tacoma" carries a tuna net 300 fathoms long and 30 fathoms deep. Gear for the net is also operated through a chain drive from the main engine. In addition to commercial fishing for tuna, the "Tacoma" is being used in mackerel, pilchard, and "Australian salmon" fishing.

Although they built and equipped the "Tacoma" in Australia her owners selected an Atlas engine—long and favorably known, and thoroughly pr in the fishing industry throughout the world.

Writing of their early experience with the "Tacc W. H. "Bill" Haldane reports . . . "we are pleased to report that our boat is all we expec to be, and we think it will prove to be an imp factor in the development of the fishing in thi of Australia."

There's one other thing Haldane Brothers c sure of—their Atlas Marine Diesel will serve long and well. *You* can rely on Atlas and Su Marine Diesel, too—whether you're re-poweri building a new boat. Write for full information

Superior ENGINES
ATLAS DIESEL ENGINES
DIESEL • DUAL FUEL • GAS

ENGINE DIVISION
THE **NATIONAL SUPPLY** COMPANY
PLANT AND GENERAL OFFICES:
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Halifax, Nova Scot
Vancouver, B.C. • Toronto,
Park Rapids, Minnes
New York • Seattle • New
Pittsburgh

Distributor of Lister *Diesels in the U.S.A.*

n promptly under way on the
of a 14-point program prepared
une and July. This necessarily
e preliminary in character, but
ed and timed to catch and utilize
roundswell of consumer interest
mon which summer always in-

canned salmon promotion en-
se actually was started early
all in preliminary studies and
ssions. Presentation at the No-
er convention of the Association
cific Fisheries resulted in deci-
to undertake to secure support
ent for a substantial undertak-
ance Sutter, president of the As-
ion, headed the temporary com-
e which shouldered this task and
d it to completion. Prosecution
actual program then was turned
to the permanent committee,
includes most members of the
r group.
motional work of the type con-
ated in the present campaign is
ted to supplement, but not sup-
the advertising programs con-
l by a number of the salmon
ng and marketing companies. It
ly is a compromise course be-
the thinking which favors in-
d-firm advertising of owned
s in specialized markets and
which subscribes to the ideal of
ry-wide product advertising.
eful canvass of the industry and
inking by Canned Salmon In-
rated led to the conclusion that
sumer education and market
tion program of the sort con-
d offered the best opportunity
dustry-wide participation in an
rise designed to overcome some
ills which salmon still suffers
ult of wartime requisitioning of
lly the entire pack for military
With salmon virtually unavail-
o civilian consumers during the
hey turned to substitute foods,
ng a condition responsible for
of salmon's present market
ms.
s to correct this condition and
the trend through education
new and rising generations of
ners that Canned Salmon In-
ated is embarking upon its con-
g campaign of salmon promo-

denhall and Phillips Alaska Commission

. Phillips, widely known Ketchi-
sh buyer and packer, was ap-
d to the Alaska Fisheries Ex-
ental Commission in May and
Mendenhall, manager of the
kan Cold Storage was reap-
d to the commission by Gover-
. Frank Heitzleman. Mr. Men-
l was named chairman of the
ission, of which he has been a
r and leading figure since its
ion to direct the Fisheries Ex-
ntal Laboratory at Ketchikan.

Rationally Related Tariff Treatment Urged for Tuna

Economic problems of the American tuna industry cannot be cured by tariff changes alone—but rationalizing of the tariff treatment accorded tuna imports will help.

This is the primary conclusion on tariff matters reached in the Fish and Wildlife Service "Survey of the Domestic Tuna Industry," an exhaustive work undertaken and carried to completion in the past twelvemonth in response to a request from Pacific Coast senators, made following defeat of the tuna tariff bill last summer.

The specific recommendation with respect to tariff follows a more daring one, which proposes "formulation of an international commodity agreement to cover trade in tuna." Such an agreement would resemble the International Wheat Agreement Act. The F.A.W.S. survey continues: "The objectives of such an international commodity agreement would be to stabilize production, processing and trade, increase consumption, and *make the wisest possible use of international tuna resources.*" (Emphasis supplied by editor.)

Rational Tariffs Advocated

The recommendation relative to tariff seems to have been written by a different economist. It is:

"The several different forms of tariff rates on the various products of the tuna industry should be properly related. There is no logical relationship between a 45% ad valorem duty on tuna canned in oil, a 12½% duty on tuna canned in brine, and no duty on frozen tuna. The actual level of rates for these products is not suggested herein, only the suggestion that whatever the actual level of rates may be, the duties on the various products be properly related."

Further Federal Projects

Recommendation for Federal support includes: "adequate support" of the Interamerican tuna commission; exploratory fishing; gear research and experimental fishing; "a full-scale research program aimed at finding an alternate tuna bait which would relieve the fleet of its dependence on foreign bait grounds"; a marketing and economic research program; and devotion of a portion of the duties collected from imported tuna products to solution of the problems arising as result of such imports. It is recommended also that fishery cooperative marketing associations in the tuna industry be given access to the Bank for Cooperatives' funds; and that the Federal government obtain satisfactory solution to the problem of territorial seas . . . and to clarify the rights of United States fishermen.

Industry Also Can Help

The F.A.W.S. investigators think that the tuna industry can help solve its own problems to a greater degree than has been the case thus far. Its recommendations in this field, somewhat condensed, are:

"It is recommended that the canners expand and improve their advertising efforts. This applies as well to importers. . . . Among the aims should be the expansion of consumption among the low income groups and in the rural market. . . . Canners could investigate thoroughly the possibility of expanding the consumption of tuna by marketing new products, such as tuna combined with other ingredients in ready-to-serve form."

"Fishermen could test newly located tuna grounds to determine if operating costs can be lowered. Experiments with long-line methods of taking offshore, sub-surface stock of tuna to determine the profitability of this method should be undertaken to prepare the industry for its use in the future, if necessary."

The conclusions cited are abstracted from the final pages of a work 436 pages in length. It is a voluminous and valuable collection of data on the tuna industry, which will be of wide use in understanding the industry on which it reports.

Slender Mackerel Pack All of Jack Type

As summer approached strong winds and heavy seas hampered mackerel fishing off Southern California, reducing the catch considerably. For all of May only 2,500 tons were caught, adding 62,000 cases to the season's 200,000 cases to June 1.

All the May catch was Jack, the Pacific variety being completely absent. Quotations for Jack, 1-lb. talls, natural remained firm, some offerings getting $7.50.

Tuna Council Formed To Speak for Industry

Tuna Council of the Americas was recently formed to represent the Southern California tuna industry as a whole in dealing with problems arising between the industry and Central and South American countries. Montgomery Phister is chairman; John T. Real, vice chairman; Harold F. Cary, secretary. Donald P. Loker and Dr. W. M. Chapman are on the board.

Quality Always

FOR many years the canned salmon industry has utilized its resources to give consumers a better product constantly improving production and distribution methods.

Today, the industry offers with pride a consistently fine basic food that is rich in nutritional value, appetite appeal and adaptability to modern mealtime needs.

A one-pound can of salmon contains enough health-building goodness to feed a family of four a delicious, satisfying meal. High in protein content, it boasts many other essential food requirements also. *Canned salmon is actually an economy food!*

All the facilities of Pacific American Fisheries are pledged to continued development of the industry.

PACIFIC AMERICAN FISHERIES, Inc.
South Bellingham, Washington
"Quality Always"

Sales Subsidiary: DEMING & GOULD COMPANY, South Bellingham

PIONEER LONGLINING
or Tuna Along the Equator

By DONALD L. McKERNAN
Assistant Director, Pacific
Oceanic Fishery Investigations

e fishing trip of the west coast purse seine vessel, *lieri*, in equatorial waters of the central Pacific g the past summer (June-September 1952), was a al development from two years of study of the tuna rces of this vast region by the Pacific Oceanic Fish- nvestigations. The vessel fished for a total of 33 days anded a catch of 48 tons of tuna and 4½ tons of mar- nd shark. The tuna was sold in San Pedro, Calif., the marlin and shark were sold in Honolulu to a ake (kamaboko) plant.

is cruise was of special interest in two respects: (1) as the first attempt by an American fishing boat h the waters of the central Pacific hundreds of miles land in the "tuna rich" zone near the Equator, and t was the first attempt by a west coast vessel to fish ercially with the Japanese longline gear.

e *Cavalieri* voyage was planned to test the feasibility mmercial longline fishing in the unexplored region the Equator on the 140° W. meridian, a dis- about 1,500 miles from Honolulu and 2,100 miles from San Diego (Figure 1), and to study the distribution of tunas along the Equator in the eastern portion of the Pacific. The voyage was a joint venture by the owners of the *Cavalieri* and the United States Fish and Wildlife Service. The catch was sold on the open market with crew and owner sharing in the receipts. The government participated on the basis of a charter fee. The contract entered into by the *Cavalieri* owners and the government, among other things, stipulated the fishing of ten test stations across the rich zone at a specified location along the Equator. It also provided for two scientific observers from POFI to accompany the vessel.

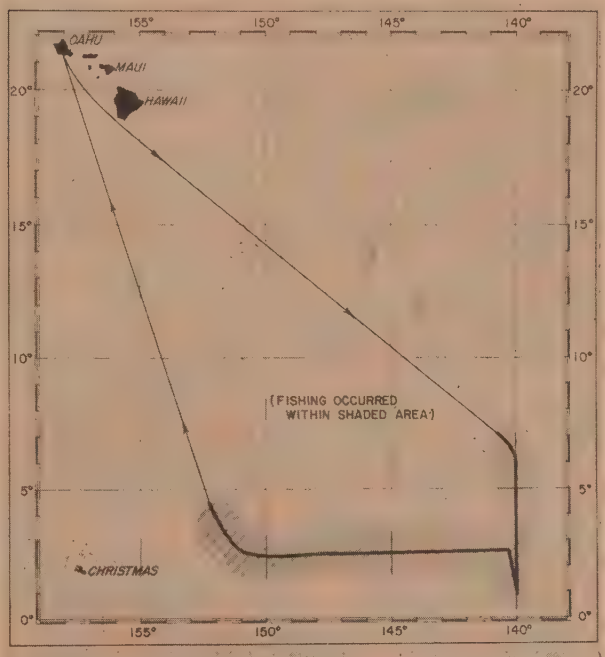


FIG. 1 EQUATORIAL REGION FISHED BY THE CAVALIERI AUGUST 21 TO SEPTEMBER 20, 1952

A P.O.F.I. scientific worker aboard the "Cavalieri" taking measurements of landed tuna. Note the exceptionally large size of these specimens, which are fairly representative of the type of fish taken by longlining.

Fishing survey records compiled by POFI during 1950 and 1951 indicated the existence of a rich band of tuna along the Equator, 300 to 400 miles wide and extending from 180° longitude in the west to 150° W. longitude in the east. The *Cavalieri's* trip was intended to extend our knowledge still further east to 140° W. longitude, and closer to the American mainland.

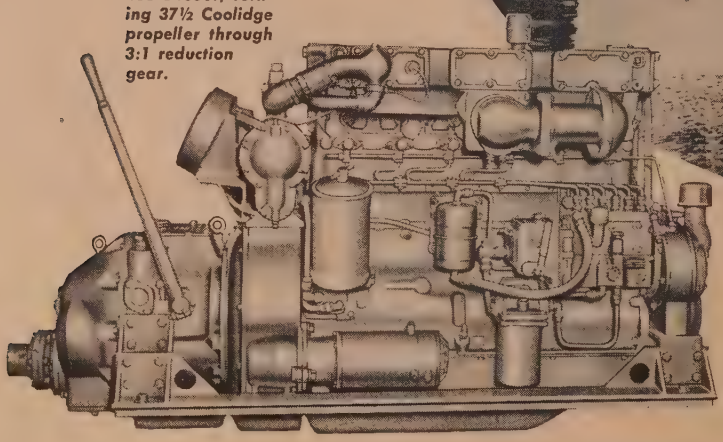
The *Cavalieri* sailed from San Francisco to Honolulu and after pro-

"TOTEM"

is Powered for Profit..

with a BUDA DIESEL

"TOTEM"—40' x 12' x 5'6"—owned by Ralph Mortenson, Gig Harbor, Wash. is powered by a Buda 6-DTMR-468 Diesel, turning 37½ Coolidge propeller through 3:1 reduction gear.



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Buda Diesels are *fishermen's engines* — big, simple to operate and maintain, powerful, quiet and ruggedly built. Extra piston displacement in Buda Diesels means plenty of reserve power and less wear and tear—longer engine life with minimum maintenance. You can expect *more* engine . . . *more* economy . . . *more* life from a Buda Diesel because it's built for *your kind of work.* Your profits depend on power . . . and you can depend on *Buda power* for profitable operation.

See your nearby Buda Distributor for complete details. Write for Bulletins and data today. The Buda Company, Harvey, Illinois.

BM-19

BUDA

ESTABLISHED 1881

T. B. Cook Engine Co. Foot S. W. Gibbs St., Portland 1, Oregon
T. B. Cook Engine Co. 484 Bond Street, Astoria, Oregon
King-Knight Co. 360 Jefferson St., San Francisco 11, Calif.
Buda Engine & Equipment Co., Inc. 3407 Airport Way, Seattle 4, Washington
Buda Engine & Equipment Co., Inc. 2529 Chambers Street, Los Angeles 58, Ca
Marine Pumps, Inc. 745 So. Seaside Ave., Terminal Island, Calif.
Simson-Maxwell, Ltd. 1931 W. Georgia Street, Vancouver, British Columbia, C

ning and minor repairs proceed-
the fishing grounds at the Equa-
arriving at the first station (6°
139° 41.5'W.) on June 21. After
ng for two days an engine break-
forced the return of the *Cava-*
to Honolulu. During those two
fishing was excellent, but be-
e the vessel was experiencing
anical difficulties, only 50 bas-
of longline gear (300 hooks)
set each day. (Table 1). The
on catch of tuna was sold in
aii when the vessel returned for
irs.

ter repairs were made the *Cava-*
on August 21 returned to the
g grounds and fished the remain-
8 test stations. Figure 2 and
e 1 show that the region of best
g as determined from these 8
stations was between 1° 20′ and
0'N.

ter the test stations were com-
d, the vessel returned to the lati-
s of best catch, but the heavy
entrations of fish were not found
diately, and mediocre fishing
nued for about 9 days along 140°
he vessel then headed west, fish-
during each day and running dur-
he night. Fishing remained under
ons per day until reaching 149°
V. and 1° 17'N. (station 24) when
atch rose to about 2 tons for the
Thereafter, with the exception
ation 27, the daily catches were
r, and the *Cavalieri* averaged 2
of marketable tuna per day.

r the 23-day period of commer-
endeavor (Table 1) 34 tons were
for an average of 1.6 tons per
of marketable tuna. Including the
from the first 8 test stations,
tons of tuna were sold to the
ery, in addition to 4½ tons of
in and shark sold in Hawaii to a
ake (kamaboko) plant.

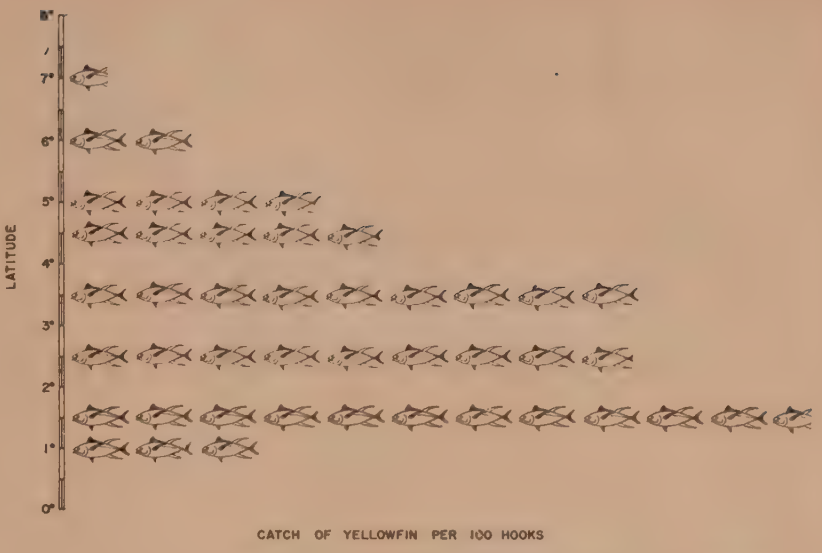


FIG. 2 THE CATCH RATE OF YELLOWFIN BY LATITUDE AS DETERMINED BY THE FIRST EIGHT TEST STATIONS. AUG. 21 - 28, 1952

The *Cavalieri* averaged 5.2 yellowfin per 100 hooks during the 23-day period of commercial fishing. The Japanese fishing longline gear in the western Pacific average about 2.4 yellowfin per 100 hooks and consider that rate of capture commercially economical. Thus the *Cavalieri* rate of capture is 2.2 times better than experienced in the western Pacific.

Considering the long hours customary in many commercial fisheries the effort expended by the crew of the *Cavalieri* was not excessive. It took 1.8 hours to set the average 78 baskets of gear and 5.7 hours to haul it. Usually hauling the gear began about 11:30 a.m. and ended at 5:00 p.m. Some additional time was usually spent each morning mending gear and untangling lines. Even so I believe more gear could have been set, possibly as much as 100 baskets, without undue hardship to the fishermen. Since this still would not be profitable the commercial adoption of this method of fishing involves improving the gear and method of handling so that instead of 480 hooks (80 baskets) a minimum of 900 hooks could be fished each day.

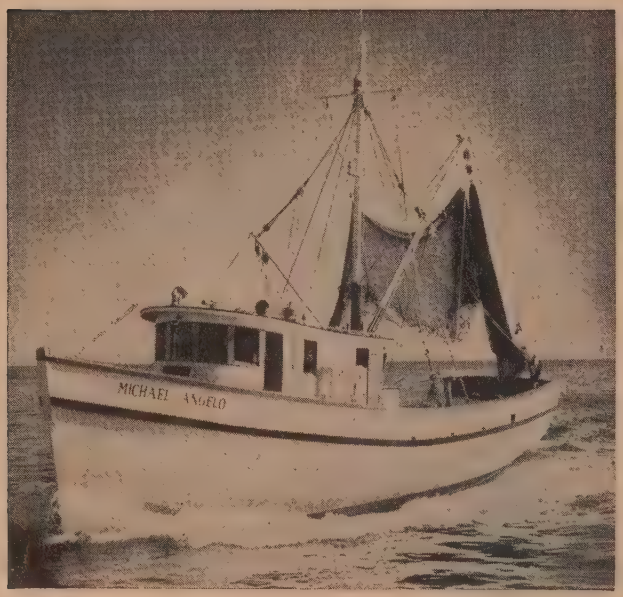
The catch along 140° W. longitude was composed of very large yellowfin averaging about 150 pounds. The fish caught later in the voyage at 145° W. averaged about 140 pounds in weight, while the 177 yellowfin taken along 150° longitude further to the west averaged only 125 pounds. This gradation of sizes from larger fish in the east to smaller as one goes west has now formed a consistent pattern as can be seen by the summary of the sizes of yellowfin captured by longline gear along the Equator (Table 2). The average size decreases from 148 pounds at 140° W. longitude to 62 in the far western Pacific. (The data from west of 180° was collected from Japanese mothership operations.) There is a belt lying south of Hawaii and stretching 1,800 miles from 150° to 180° W. longitude where the average is about 110 pounds and only a small percentage of the catch is over 150 pounds.

Table 2. The average size of yellowfin tuna from the western to eastern equatorial Pacific

Longitude	Number of tuna sampled	Average weight in pounds	Percent above 150 lbs.
135° E	195	62	0
(Mandate Islands area)			
145° E	627	78	0
155° E	3,077	84	0
180°	44	108	0
170° W	61	115	6
160° W	72	113	4
155° W	208	115	4
150° W	247	118	9
140° W	349	148	50
130° W	52	142	42
120° W	52	131	37
(Due south of San Diego)			

ling long-line tuna gear aboard the "Cavalieri." Note the Japanese-gurdy used. The man at the right is coiling a "dropper" line, the long gangion from which a hook is suspended.

RELIABLE



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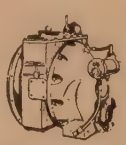
... says fleet owner Charles Ludwig of the Ludwig Shrimp Company, Miami, Florida. His shrimp trawler, the Micheal Angelo (designed for Campeche Bay shrimping) is powered by a 120 H.P. Caterpillar Diesel with S-N marine gears. This unit has a **double cone clutch** working in a bath of oil assuring smooth operation and long life. The reverse unit transmits 100% of engine speeds through the 3:1 ratio S-N heavy duty **herringbone** reduction gear. Always reliable, the S-N balanced gear train assures long, trouble-free service under all conditions.



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e *Cavalieri* was reputed to car- tween 80 and 90 tons of tuna in rine wells, but very early in the t became obvious that a capac- ad of these large fish would be han 60 tons. On September 20 st brine tank was filled and the l was forced to return to Hono- with 50 tons of fish. The marlin shark were dry frozen in the dry storage space which could held about 4 tons more of dry n fish. In addition bait, fuel, ood were running low so fishing d when the last brine tank was The vessel had fished a total of nsecutive days on this, the sec- part of the trip. This freedom erruption by weather is charac- ic of equatorial longlining.

fish were unloaded at French ine Co. in San Pedro, and gh the excellent cooperation of fficails of this company, ac- e records were kept of the fish as it was unloaded and canned. e 91,255 pounds of yellowfin and e delivered to the cannery, pounds were rejected. The re- ns were from the bigeye of all and from the large yellowfin. oad included 10,000 pounds of e tuna, of which some 85 per- or about 8,500 pounds, were re- . Of the yellowfin about 19,000 s were rejected. A breakdown e yellowfin rejections by size ories is given in Table 3.

3. Cannery rejection of yellowfin and bigeyed tuna.

Size	Percent rejected by number
Small—80 lbs. and under	0
Medium—81 to 125 lbs.	6
Large—126 to 150 lbs.	14
Extra Large—151 lbs. up	70
Less than 150 lbs.	85
Over 150 lbs.	85

m this table it is plain that the ate-sized yellowfin from the rial region of the central Pa- were acceptable for canning, 3 percent of the fish weighing an 125 pounds being rejected; en 125 and 150 pounds the re- s were 16 percent. However, rge yellowfin were off color and ations at the cannery substan- earlier findings that the ma- of fish above 150 pounds (70 t in the case of the *Cavalieri*) most likely to be rejected pri- because of the generally dark- h color.

ples of tuna of various sizes canned for later examination. vations on these showed the of the Yellowfin above 150 s to be usually noticeably dark- color and in many instances to dark for labelling "light meat" In most cases the flavor of these fish was equal to that of the r.

DISCUSSION

iewing the *Cavalieri's* experi- e learn that:

Table 1. A summary of longline fishing on the Cavalieri.

Date 1952	Set	Baskets	Numbers of fish caught 1/ Yellow-fin	Big-eye	Skip-jack	Marlin	Shark	Latitude 2/	Longitude	Catch/100 hooks YF 3/
Part 1 - June 21 - 22, 1952										
6/21	1	50	16(4)	10(5)	1	-	4	06°00'N	139°41.5'W	5.3
6/22	2	50	26(7)	1	-	-	1	05°19'N	139°34'W	8.7
Part 2 - August 21 to September 20, 1952										
Test Stations										
8/21	1	50	2	1(1)	-	2 Bl.	1	07°07'N	140°47.6'W	0.67
8/22	2	50	4(1)	1	-	2 Bl.	11	05°58'N	140°30'W	1.7
8/23	3	60	15(3)	4	-	-	8	05°14'N	140°14'W	4.2
8/24	4	60	18(1)	-	4(1)	-	3	04°23'N	139°38'W	5.0
8/25	5	60	34	7	2	-	8	03°26'N	139°56'W	9.4
8/26	6	61	32(6)	-	-	-	4	02°23'N	140°02.5'W	8.9
8/27	7	70	49(11)	-	1(1)	-	12	01°32'N	139°55'W	11.7
8/28	8	70	12	-	1	1 Wh.	6	00°59'N	140°07'W	2.9
Commercial Fishing										
8/29	9	70	24(3)	-	1	-	6	02°05'N	140°22'W	5.7
8/30	10	70	25(4)	1	1	1 Str.	7	03°37'N	140°15'W	6.2
8/31	11	76	34(7)	-	-	1 Str.	12	03°39'N	140°15'W	7.7
9/1	12	70	14(1)	-	1	-	6	03°31'N	140°12.5'W	3.1
9/2	13	79	19(2)	-	4(1)	-	5	03°04.5'N	139°52'W	4.2
9/3	14	79	8(3)	-	-	-	14	04°02'N	139°57'W	1.6
9/4	15	60	12	1	-	-	3	03°15.5'N	139°58'W	3.3
9/5	16	75	22	4	2	-	-	02°24'N	140°12'W	4.9
9/6	17	79	23(1)	3(1)	1	-	4	02°11'N	140°32'W	4.8
9/7	18	80	18	3	-	1 Wh.	6	01°51'N	141°49.5'W	3.8
9/8	19	80	22(3)	4	-	-	4	02°25'N	142°04'W	4.6
9/9	20	80	21(4)	1	-	-	7	02°30.5'N	142°57'W	4.4
9/10	21	80	15(3)	1	5	-	1	02°12'N	144°59'W	3.1
9/11	22	80	20(3)	-	-	1 Bl.	5	02°45'N	147°05.5'W	4.2
9/12	23	80	9	4	-	1 Bl.	10	02°25'N	148°47'W	1.9
9/13	24	80	27(5)	4(2)	1	2 Bl.	8	01°17'N	149°18'W	5.6
9/14	25	81	27(9)	2(1)	2	-	9	01°34'N	149°47.5'W	5.5
9/15	26	80	24(3)	2(1)	-	2 Bl.	3	01°57.5'N	150°02'W	5.0
9/16	27	85	15(5)	2	-	2 Bl.	1	02°23.5'N	150°17'W	2.9
9/17	28	80	33(9)	3	-	1 Bl.	2	03°19'N	151°24'W	6.8
9/18	29	80	61(26)	6	3	1 Bl.	8	03°37'N	151°36'W	12.6
9/19	30	80	43(9)	6(2)	-	-	4	03°44.5'N	151°54.5'W	9.0
9/20	31	80	38(6)	5(2)	-	-	12	04°04'N	152°10.5'W	7.9

1/ Figures in parentheses are shark-damaged; they are included in adjacent daily total.

2/ Positions when gear was set.

3/ Includes shark-damaged fish which were not suitable for sale. These amount to about 10% of the catch.

1. West Coast fishing vessels of the *Cavalieri* type are readily adaptable to longlining.
2. Weather interruptions need not be feared.
3. There must be an improvement of gear and the method of setting so that much more gear can be operated daily.
4. Storage of fish is a problem. Possibly some trimming would be effective. Removal of the long, stuff fins, the tail and possibly the head should allow more compact stowage.
5. Localities where the larger sizes (over 150 lbs.) of yellowfin and bigeye tuna are abundant should and probably can be avoided since the majority of yellowfin over 150 pounds and most of the bigeye were rejected by the cannery.
6. The catching rate in the tuna rich zone continued to prove out better than the adjacent water to the north and south, and was about twice as good as the average for Japanese fishing west of 180° longitude. On the other hand it was poorer (5.2 per hundred hooks) than the prior general average for POFI's surveys (6.3 per hundred hooks).
7. The *Cavalieri* had consecutive days of generally poor catches and consecutive days of very much better catches. This element in her experience suggests the value of further research of the kind that would eventually lead to setting gear in the best localities. If this knowledge could be attained, a doubling or trebling of the already superior average catching rates would follow.

Fish Importers Organize To Oppose Restrictions

Specifically to oppose "restrictive quotas or tariff increases" on imported fishery products, American Seafood Distributors Association has been organized by a group of prominent importers. Association headquarters are at 917 Fifteenth St., N.W., Washington, D. C.

Raymond E. Steele, Washington attorney and former counsel for the National Fisheries Institute, has been retained as counsel for the new association. President of the importers' group is Leo Weil of the Fulton Fish Co., Louisville, Ky.

Official statement of the association objectives are: "The primary objectives of the association shall be the furtherance of a free and unrestricted flow of trade in fishery products between the United States and other countries, and more specifically the opposition to any restrictive quotas or duty increases in the tariff on imported fishery products."

Skipper, Mike Cavanee says of his new

P&H MARINE DIESEL 2-cycle...

P&H Marine Diesel Model 387CM, 66 h.p. at 1400 r.p.m.

"I think it's one of the bes engines there is!"

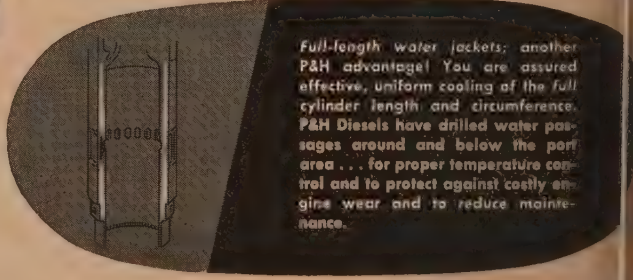
This man's talking from experience! Mike Cavane of San Diego, California, is a veteran fisherma He knows boats *and* diesels. So, you can be su the P&H Model 387 CM Marine Diesel powerin his 38 foot albacore boat is a real performer whe he says:

> "I think it's one of the best engines there is. Since repowering with this P&H Marine Diesel, we have made two trips down the coast of Mexico, each time getting 5 tons, worth $1750. The first trip of 24 days we used 498 gallons in a total running time of around 300 hours.
>
> "For full power, or for slow trolling speed, we found the P&H Marine Diesel thoroughly dependable and completely satisfactory."

A fine report, Skipper Cavanee. Thank you. It typical of what fishermen everywhere are sayin about the performance and economy of P& Marine Diesels. The reason is that *these* are mo modern engines — America's newest designe diesels. They incorporate dozens of engineerin advancements not found in any other diesels.

P&H Marine Diesels are two-cycle . . . *every* dow stroke of the piston is a power stroke. They a simpler diesels, easier to understand and take ca of. You can replace a complete cylinder hea assembly in only 40 minutes — without droppin the pan! And, P&H Diesels give you more pow for their size and weight. That means larg payloads.

Get all the facts on P&H Marine Diesels. Mode from 20 to 138 h.p., 2, 3, 4 and 6 cylinders. S your P&H representative or write us.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Pacific Fisherman's NEWS

JULY 1953

DRUM SEINING—

New Generation of Pioneers Seeks Mechanized Fishing

Much of this issue of "Pacific Fisherman's News" is devoted to the accompanying article on drum seining, a development which some experienced fishermen believe will profoundly affect purse seining throughout the world. There have been other attempts to mechanize purse seine hauling in the past—but the most ambitious of these died out some 30 years ago.

A new generation of pioneers is seeking the goal again, with prospects of success which may shape the whole future of seine fishing.

As far as purse seiners are concerned there is something "new under the sun" this year—the *drum seines* which will be fished this year by a group of Puget Sound fishermen.

The drum seine is the answer, many fishermen believe, to the ever-growing manpower situation and to rising operating costs all along the line. By reducing the number of men required to operate a seine and increasing the speed of operation some fishermen think this is the solution to their problems.

In one of the most widely discussed moves in years, 10 Bellingham fishermen and one or two of the lower Sound fleet are installing this new method, which may radically change the picture insofar as the American purse seiners are concerned.

It is perfectly true that a number of British Columbia fishermen have used this method of fishing for several years with some notable success. There too the system has been debated violently, with the proponents seemingly satisfied that their method will eventually be adopted by the entire fleet.

On the U. S. side of the line *Nonsuch* has used the system successfully for a few years and the skipper reports he has had good success with the drum seine after-working out the details of handling the net with the mechanical equipment used.

Any discussion of this new method must point out the broad features of the gear as it is now being used by the Canadian boats, the experience of

(Continued to Page 43)

...LIBUT SEASON ...ORTEST EVER

...rtest-ever "local" halibut season ... June 9 by order of the Interna... Fisheries Commission after ...24 days of actual fishing.

...s clipped two days from the ...ous brevity records, set in 1952. ... 1953 season started with May ...d closed June 9.

... provided in the regulations, ... 1-A, from Willapa Harbor to ...Blanco, closed at the same time.

...DiMAGGIO DROWNS

... many friends of Mike DiMag...lt, brother of the well known ball ...s, Joe, Dom, and Vince, were ...ed to learn of his death by ...ing last month.

...e, a well known fisherman, ap...ly fell off his salmon troller ...a D. while preparing to go sal...fishing from Bodega Bay.

... leaves his wife, Mamie, and ...children, as well as Joe, Vince, ... another brother Thomas, and ...sters.

... BITTEN BY BUGS

...uiam's city council recently ... a report that the "bugs are ... us up?" Bugs have eaten the ...s and floats at the No. 3 float at ...oquiam base making it hazard...or boats to tie up there. The ...l authorized installation of signs ...ng fishermen to "Tie up at your ...sk." The major part of the base

Diesel for Mexican Boat

A "Caterpillar" D-8800, 4-cyl. 82-hp propulsion diesel is being installed in a 47' wood seiner, being built for Pesquera del Pacifico, Ensenada, by Estilleros Sauzel, S. A. The engine has 3:1 Twin Disc reverse and reduction gears. The new power plant was supplied by Shepherd Diesel, from its San Diego branch.

DISABLED CRAFT SAVED

The numbered salmon troller *28-A-203*, out of Eureka, had a narrow brush with disaster off Humboldt Bay recently when her engine became disabled. The *Margie Ann*, working some distance away, relayed Skipper Olaf W. Nilsen's distress call to the Coast Guard, who towed the disabled craft to port.

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1953 Volume 51, Number 8

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ORIAL SERVICES FISHERMAN

ow fishermen joined in funeral held on the docks at Trinidad r, California, recently, for the . W. "Rene" McBride, 47, lost a off his fishing boat *Lavona*. oat drifted ashore on Moon- Beach, on the northern Hum- county coast, and it was be- that McBride, who had been ill, fell off the craft or was thrown ard as it went into the boiling

ster Hall, a commercial fisher- nd formerly a minister, presi- f the Northern California Crab g Vessel Masters and Owners ation, assisted at the funeral

Lavona was pulled off the and taken to the Gillette Ma- Vays on Humboldt Bay for re- The craft was not badly dam-

FISHERMEN MARKETERS SEEK QUOTA ON FILLETS

Plans for a concentrated campaign toward establishment of quotas on imports of foreign fish, particularly fillets, were outlined at a semi-annual general membership and business meeting of the Fishermen's Marketing Association held recently in Eureka. President Ted Aaker of Fort Bragg, presided.

Plans call for general conformity to a similar movement launched a few months ago on the east coast, and it was indicated that the two groups will cooperate in pushing the campaign for legislation in Congress. As an initial step, the FMA has dispatched letters to members of Congress and to California state legislators, citing the serious disadvantage being suffered by the American fishermen in attempting to meet the foreign competition, especially in the fillet market.

The FA is composed principally of dragboat operators working along the northern California coast.

United Legislative Actions Urged on Fish Industry

Harmony and cooperation within the fishing industry is essential if its legislative efforts are to be effective, either for or against measures in state legislatures or Congress.

This is the view of Mrs. Florence McDougall, representing the Fishermen's Section, Newport Harbor Grange No. 776, who said following the California legislative session:

"Unless there is cooperation, serious thought, and hard work done, starting as of now, by the 'little man' to protect his livelihood, he will wake up some day and find himself legislated right out of business, and unfortunately he will have only himself to blame.

"Why can't the small boat owners and family fishermen drop all petty differences that seem to be handed down in the fishing fraternity, promote Bills for our good, and defeat those that are bad, and above all insist on getting the natural resource of food, which the public owns, to the public, who have no way of getting it for themselves except through the markets we supply and promote?

"Let's educate ourselves legislatively and educate the public on fish."

"Alibi" Converted for Commercial Fishing

The *Alibi*, converted from a pleasure boat to a commercial fishing vessel, has been put into the water, ready for fishing. She is powered with a Model 387 P & H diesel engine, 3-cylinders, 3:1 reduction through Twin Disc gears. Associated in the ownership of the boat is Bill Erickson. Engine Sales & Service supplied the engine.

BIG CLIPPER LOST BY FIRE

Mona Lisa, third Southern California tuna clipper to meet disaster this year, burned and sank off Costa Rica in early June. Cause of the explosion that wrecked the $325,000 clipper had not been learned at presstime. All hands however, were reported safe. Capt. Joe Correira was skipper.

The clipper left San Diego on May 7 for the voyage. The preceding cruise had been most successful, the crew finding a large school of biting tuna, loading up quickly, then calling in several other vessels. Enroute to San Pedro for unloading, she was reported in difficulties, but the skipper denied this. The wood clipper was built at Tacoma in 1951.

Two other clippers lost this year are the 123' *City of San Diego*, January 18, by fire; and the *Sonya*, 128', sunk in collision off Central America. Another former hook-and-liner of the fleet, *Yvonne*, renamed *Manibi* when sold to Peruvian interests, was destroyed February 5.

SOUNDERS FOR TENDERS

Kadiak Fisheries have installed new Bendix depth recorders on two of the company tenders during the spring overhaul season. The *Duchess* and the *Robert M.* are the boats with the new equipment.

Pacific Marine Supply Co. made the sale, and the installation was supervised by Sig Hanseth.

EUREKA DRAGGERS SEEK MEXICAN TUNA FARES

Late May witnessed the departure of approximately a dozen dragboats from Eureka bound for Southern California and points off the coast of Mexico in search of tuna. The boats included the *Sea Amber*, skipper James Makins; the *Sea Home*, commanded by Dan Kelly; and the *Rogue*, skippered by Henry Westgaard.

The majority of the boats were expected to remain in southerly waters until albacore operations are resumed on the northern California coast, normally starting about mid-August and continuing through September and during some seasons into October.

MEN SWIM TO SAFETY

Two Eureka fishermen, L. Burke and Wes Epply, narrowly escaped with their lives when their 30-foot fishing boat *St. George*, ran aground near Bandon, Ore., after the steering gear jammed. Burke and Epply swam to a nearby sand spit where they were picked up by a rescue party from shore. The *St. George* at the time was bound for Cordova, Alaska.

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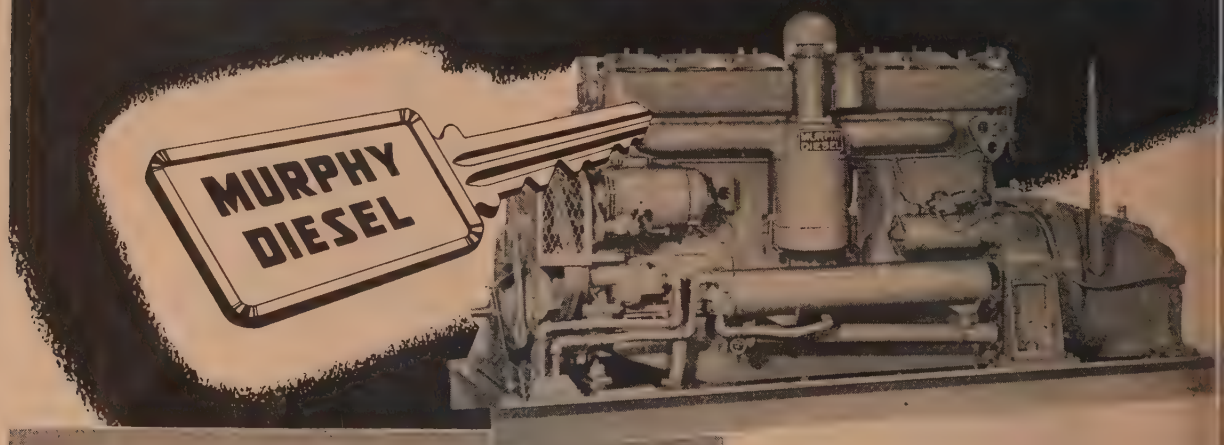

The "Red Wing" another Murphy powered seiner. A 57 footer, she is owned by John L. Frey of Seattle and is powered by a 190 H.P. Murphy Diesel.

269

THERE are a lot of factors that determin how profitable your fishing operations wil be. Some you can control—others you can't But you can do something about power fo your boat. You can put in an engine that' dependable under all conditions, economica on fuel and maintenance, rugged and respon sive when you need power in a hurry. On engine fills this bill—the Murphy Diesel.

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New view of Port of Seattle's Fishermen's Terminal at Salmon Bay, with the white-circled plot showing where the $200,000 headquarters for the Washington State Department of Fisheries will be constructed this summer. Director of Fisheries Robert J. Schoettler says the project was undertaken as part of his policy to make the department readily available to fishermen, the fishing fleet and the industry generally.

...LERS LOSE LEGAL ...CK ON OFF-SHORE ... REGULATION LAW

...e legal attack launched by 132 ...ore salmon fishermen against the ... Washington law providing a ...ilege tax" on landings from the ... seas; a closed season for landing ... salmon; and a license for such ...ngs, ran hard aground at Olym... June when the superior court ...ined the state's demurrer and ...ssed the suit.

...ether appeal will be taken had ...een indicated at presstime.

...e state's argument, which con...d the court, was that the right ...gulation extended to the high ...in the case of a fish owing its ... to state waters.

...fully sustained, such a thesis ...t be of the utmost importance in ...n regulation.

...narue" Gets New ...el Engine

...e of the first commercial fisher...on the Pacific Coast to install ...f the new General Motors model ...diesel engines is Phil Cope, Ana... who has put one in his 43' ...e *Elmarue*. Supplied by the Bell... Engine & Equipment Com... GM distributors for the north... Puget Sound area, the new engine ...s a 30 x 23 wheel through a 3½ ...eduction gear.

...e and his *Elmarue* are widely ...n in the troll fleet and in early ...he will head for California for ...

B. C. FISHING VESSEL OWNERS ELECT SKARPNES

Helge Skarpnes has been elected president of the Fishing Vessel Owners Association of British Columbia.

Matt Martinolich is vice-president and Harold Christenson continues as secretary. Directors are Charles Clarke, Tony Boroevich, Hans Stoilen, Norman Gunderson, Joe Gregory, Karl Arnet, Richard Martinolich and Andrew Christiansen.

LEE ALVERSON CONDUCTING WASHINGTON TRAWL STUDY

Dayton L. "Lee" Alverson, who for some time has been a fishery engineer engaged in exploratory fishing and experimental gear work for the Fish and Wildlife Service out of Seattle, has joined he staff of the Washington Department of Fisheries, it was announced in June by Robert L. Schoettler, director. He will conduct the department's studies of the Washington trawl fishery, a field of fishing with which he is particularly familiar in training and experience.

Mr. Alverson is the author of several articles which have appeared in *Pacific Fisherman* from time to time on fishing subjects, notably trawling.

Opening of a "Marine Fisheries Office" of the Washington state department of fisheries at 222 Bell Street Terminal, Pier 66, was also announced by Mr. Schoettler. Mr. Alverson will make his headquarters there along with other marine investigators.

Panama Seizes Clipper For Bait Infringement

The San Diego tuna clipper *Star-Crest,* owned by Capt. Oakley J. Hall, head of the Star & Crescent Companies, was detained by the Panamanian government in late May and fined $3,000 for allegedly having its tuna tender within the three-mile limit taking bait. The incident occurred at Rio Anton, west of Panama City. Capt. Hall personally flew to Panama to protect the interests of his vessel, which was released in early June.

Dr. W. M. Chapman, director of research, American Tunaboat Association, San Diego, returned to Panama on June 6, for further conferences with that government on a proposed agreement that would lead to a closer relationship between Panama and American fishermen. He recently spent nearly three months in that country.

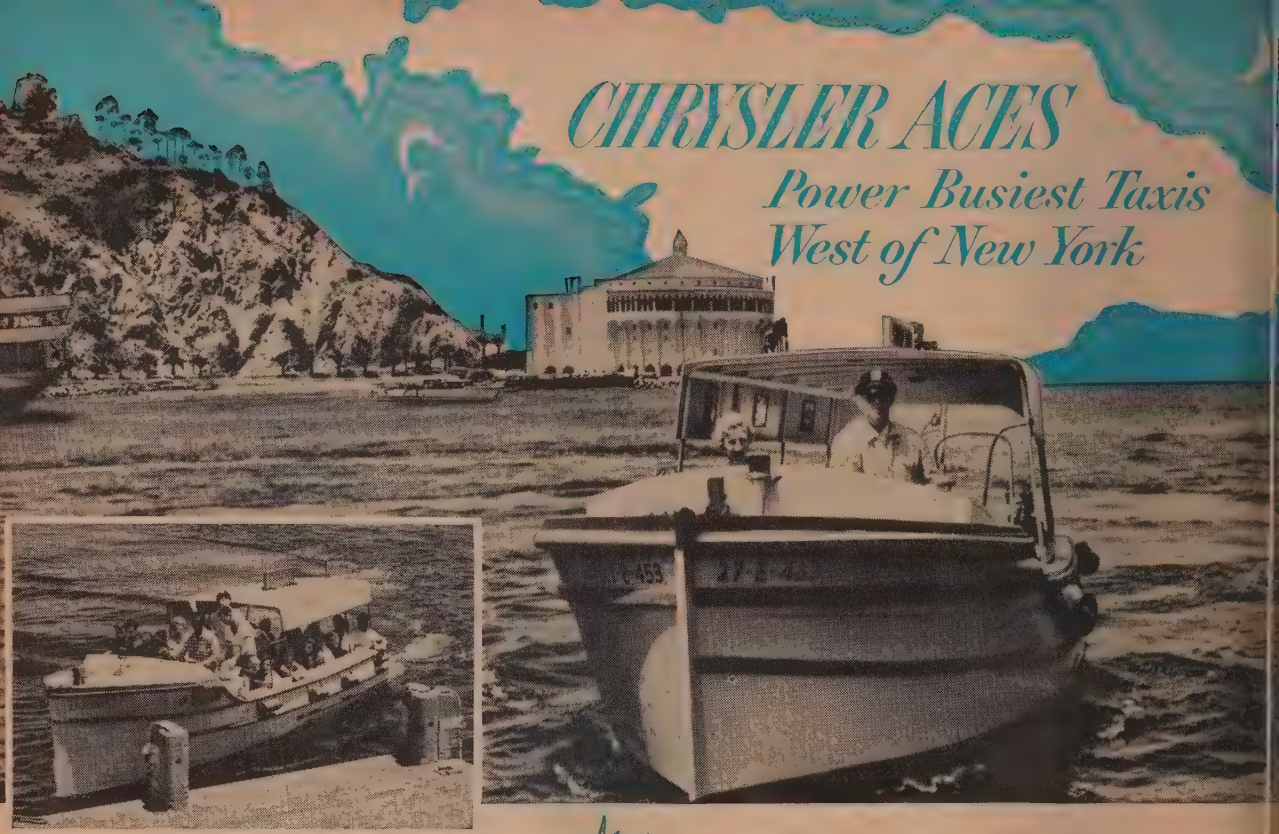
EUREKA EARLY SALMON PRICES 27 AND 22

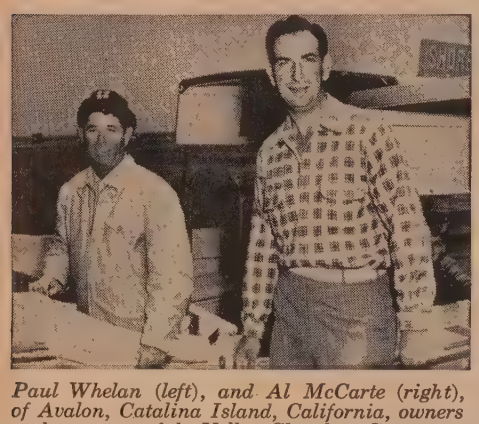
Salmon operations out of Humboldt Bay got off to a relatively good start at the first of May with dealers reporting that landings of Chinook and Silversides totalled around 30,000 for the first week of the season.

Wallace Oak, operating the troller Sea Biscuit, was credited with bringing the first catch of the season into Eureka, 131 lbs. taken off the mouth of the Eel River.

Standard prices for season opening stood at 27c per lb. for Chinook, 22c for Silvers.

CHRYSLER ACES
Power Busiest Taxis West of New York





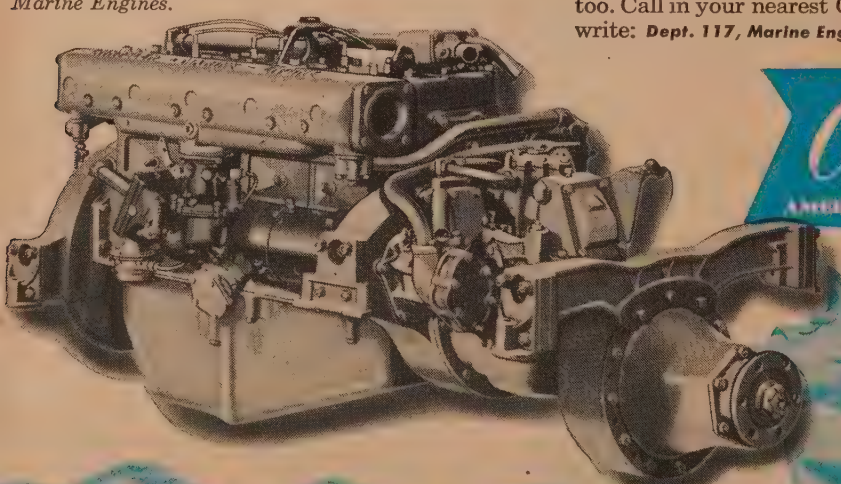
Paul Whelan (left), and Al McCarte (right), of Avalon, Catalina Island, California, owners and operators of the Yellow Shoreboat Company, whose 26 foot open cockpit boats were built by Al Larson Boat Works, Terminal Island, Calif. Both boats are powered with Chrysler Ace Marine Engines.

AMONG the busiest boats operating in coas waters off California are the two "water tax of the Yellow Shoreboat Company. These bo take passengers from the yachts anchored Santa Catalina Island and put them ashore Pleasure Pier or elsewhere on the island.

The Yellow Shoreboats operate an amazing schedule. Repo Al McCarte, "During our busiest season *Boat No. 2* puts in 20 ho per day without turning off the ignition, seven days a week, *Boat No. 1* joins it in operating 60 hours from Friday throu Sunday of each week. Our operation requires close and careful b handling to safeguard passengers and prevent damage to their yac It also requires nearly constant use of reverse gears."

Paul Whelan tells us that their Chrysler Ace Engines rec an *overhaul job only every two years*, interchanging engines betw boats to equalize wear. And yet, as Skipper Whelan says, "Our p sengers—almost all of whom know boats and engines—are ama at the smooth, quiet performance and instant response we get w our Chrysler Ace Engines."

Chrysler Marine Power can help increase your profits too. Call in your nearest Chrysler Marine Engine Dealer, or write: **Dept. 117, Marine Engine Division, Chrysler Corp., Trenton, Mich.**



CHRYSLER

AMERICA'S NO. 1 MARINE ENGINE

VALANCHE OF HALIBUT URIES SEATTLE FREEZERS

iggest day in the history of the ttle Halibut Exchange was Mon-, June 1. Twenty-six boats hailed 2,000 pounds of halibut and it was sold at 10:00 a.m. There was the al muttering over low prices, the went for 16⅝ to 15½ and 15 s, but a number of the fishermen ressed the thought that was in the ds of many of the skippers that price they got was 4c higher than would have got in Alaskan ports. he June 1 slug of fish was only first of a series of fantastic land-. The next day the Seattle market 856,000 lbs.; and the day follow-1,048,000 lbs. Business was drop-by Thursday of that week, with lings down to a piddling 382,000

he avalanche of halibut exceeded zing capacity of the Puget Sound igeration plants and large quanti-were trucked to Astoria, Kalama even Vancouver, B. C. for freez-

he glut of fish on the market was sed by a number of factors. Among n was the recently settled cold-age strike which brought a num-of the boats down; a long holiday k-end, with no fish landed to speak and a bulge of fish at Prince Rupert which eliminated that port as a landing spot.

After the board closed for the day one of the fishermen commented that this was just what he expected. He went on to say that he had planned on two trips to the westward and two trips to the closer areas and gambled on the price. As far as this man was concerned he was satisfied.

In addition to the large offerings on the Seattle board there were 100,-000 pounds unloaded at Everett and at the same time a packer from Petersburg arrived with 200,000 pounds for Kayler-Dahl.

Seattle's cold storage plants worked overtime on this day in order to get all the fish down and frozen in the shortest possible time. Some of the boats were held over until Tuesday morning to unload because of limited capacity in the fish houses.

Among the hailings were some pretty good trips: *Traveler,* 70,000; *Chelsea,* 60,000; *Tongass,* 62,000; *Columbia,* 54,000; *Eclipse,* 58,000; *Resolute,* 58,000; *Kodiak,* 65,000; *Platinum,* 50,000; *Salute,* 62,000; *Lorelei II,* 64,000; *Coolidge,* 53,000; *Western,* 56,000; *Karen T,* (high boat for the day) 72,000; *Arrow,* 54,000; *Attu,* 60,000.

Among the others were: *Suzanne,* 38,000; *Leviathan,* 30,000; *Orbit,* 28,-000; *Ethel S,* 48,000; *Deep Six,* 35,000; *Wireless,* 37,000; *Lucky Star,* 48,000; *Estep,* 43,000; *Atlantic,* 40,000; *Question Mark,* 42,000.

Billy Maddock, veteran of many years buying and selling halibut on the Seattle waterfront was very much in the picture as a buyer this time. Billy drew from his long experience and stated flatly that he could not remember when there was more fish sold over the board. "The biggest day's landings, I ever saw," said Billy.

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SCOPE and SOUNDER

Monthly digest of present-day pioneering methods and equipment in world fisheries

By PETRALE*

loratory Fishing

e California Department of Fish Game research vessel *N. B. Scofield* has been carrying on explora- trawl fishing off the central coast alifornia, basing at Morre Bay Santa Barbara. The *Scofield* has a... equipment which is capable of ...ging close to a mile in depth. If ... permits, the researchers are ex- ...d to investigate deep-water fish- ...otentialities of the Santa Lucia ...

...e Californians will also experi- ... with a one-boat type of mid- ...r trawl. The mid-water gear will ...wo trawl doors as compressors ...preaders and kites rigid at each ... of the net to give it greater ex- ...on. William Riply, biologist in ...ge of the California trawl fisher- ...opes to have a working gape of ...ith the mid-water net. The ex- ...tory work also calls for a certain ...nt of shrimp investigations. For ...work a beam trawl will be used. ...e past several years the *Scofield* ...located good concentration of ... shrimp. During the present ex- ...tion, they are in hopes of locat- ...uantities of the large spot shrimp ...rawns. Some indications have ...ed to possible concentrations of ... shrimp near Point Arquello and ... Sal.

...nes Harbor Dragging

...e recent six week's opening of ...es Harbor, Wash., to commercial ...ers resulted in the removing of ...rter of a million pounds of scrap ...nd an equal amount of food fish. ...past years, Holmes Harbor was ...dered one of the better salmon ... fishing areas in the Sound. Then ...port fishery tapered off, and boat ... owners and sportsmen of the ...requested closure of the harbor to trawlers, believing this gear was partially responsible for the decline in the sport fishery catch. The region was closed in 1937, and was not re-opened until the winter of this year. In the fall of 1952, test drags were made in Holmes Harbor by the State Department of Fisheries at the request of residents of the Holmes Harbor region. The drags were made by the commercial dragger *Panther*, while observers from the Washington State Fisheries and sportsmen from Holmes Harbor were aboard. Results of the drags indicated that the closed area was maintaining a large population of trash fish such as ratfish, dogfish, and skate, as well as good amounts of food fish. Some of these fish were shown to be predators of young salmon and certainly all are competitors for the available feed. Dogfish are known to be herring feeders and thus be strong competitors with salmon for this forage fish. The removal or cropping of a certain percentage of the available bottom fish should be beneficial to the region if the trash fish can be kept at a lower abundance level. However, statistical data collected by biologists indicated that many species of scrap fish are migrating into the region from other areas in Puget Sound. A number of areas in the Sound such as the South End, and Hoods Canal are still closed to commercial dragging.

Oyster Seed Inspection

The inspection of oyster seed imported to the Pacific Coast from Japan is carried out yearly by a member of the Washington State Department of Fishery. For the past several years Charles Woelke has inspected oyster seeds being readied for shipment to the States. He generally leaves Seattle in late January and spends close to 11 weeks in Japan surveying oyster seed to make sure it is pest-free. Approximately 25% of the oyster beds in the State of Washington are said to have been previously infested with the Japanese oyster drill. As this drill has no "free swimming state," it is not expected to infest other drill free beds. There has been no reported new infestations of the drill since the beginning of this seed inspection method. This year about 72,000 cases of oyster seed were imported from Japan. Each case represents about 16,000 young oysters. The bulk of the seed is imported by the Pacific Coast Oyster Growers Association, which handles seed for growers in California, Washington and British Columbia.

Deep-water Floats

The Phillips type aluminum-alloy deep-sea float is becoming standard gear on many of the northwest trawl vessels. These floats were originally imported for use in deep-water fishing; however, many fishermen feel the floats are superior to other floats in many ways. They will stand up under extreme pressure and have been used to depths exceeding 500 fathoms. They will not rust and are extremely durable. Phillips floats were introduced to the west coast in 1951, and over 2,500 have been reported sold to trawlers since that time.

Echo Sounder Counts Fish

Echo sounders have been used for fisheries exploration and various biological investigations for some time; however, their uses in conservation management has only recently been tried. Canadian researchers are considering echo soundings surveys as a method of estimating yearly herring populations and thus being more capable of establishing a reasonable catch limit. The Canadian researchers feel that if a minimum required spawning population were known and accurate population estimates could be made, a catch quota could be established, which would minimize the number of spawners in excess to those needed to maintain the fishery.

An echo sounding survey of the herring population of the British Columbia Coast was made in February and March of 1952. The investigators were able to distinguish herring from other species of fish by the type of mark made on the recording paper. "Traces" from herring were reported as soft with an edge which was clear, but not sharp. The amount of fish on any trace was calculated from its size and density using a calibration determined by fishing experience. The echo sound-

*...ale will attempt to answer ques- ... from readers; and will welcome ...pondence relative to develop- ..., which fishermen may consider ...y of inclusion in future editions. ...nments, questions and contribu- ... should be addressed to: PETRALE, ... Pacific Fisherman's News, 71 ...bia St., Seattle 4, Wash.

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ethod proved "sufficiently" ac-
e in successive tests and was
ered a promising method of
ation estimation. An echo sound-
tudy of herring for a 24 hour
l revealed that during the after-
the fish were in small, deep,
act schools touching the bottom.
evening approached, the herring
rom the bottom and spread out
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g hours of darkness, the fish
settled to the bottom. At sun-
they moved to the surface and
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. Houston of the Fisheries Re-
n Board of Canada. The Cana-
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h to intelligent fisheries manage-
of a number of marine fishes.

earch Vessels Cover Corners of Pacific

heries research vessels of the
d States are now covering mil-
of square miles of the Pacific
t. In order to keep up the ex-
ng U. S. fishing interest in vari-
egions of the Pacific, U. S. re-
n vessels have been forced to ex-
their operations many miles
their home ports. During the
er of 1953, various fishery agen-
will have their boats operating
well south of the equator, along
past of South America, west to
80 meridian, and north to the
g Sea.

non to Be cked into Place

ing the past few years growing
st has mounted in the possible
f electronic devices for guiding,
ng, and repelling fish. Fresh-
fishery workers of the Pacific
have been primarily involved in
ch concerning methods and
ques of guiding adult salmon
fishways and controlling the
stream migrations of young fry.
ossibilities of guiding the fry of
n around turbine intakes, irriga-
tion ditches, and other man-made hazards is now under study by the Fish and Wildlife Service in Seattle. In North Scotland, a type of electronic screen has been erected to deter adult salmon from the tailraces of power stations. This screen consists of a series of aluminum electrodes with a pulsating electric current applied to repel the fish. The screens were noted to be successful in causing the salmon to swim upstream past the end of the tailrace. In the Great Lake states electric screens have been used to eliminate lampreys moving upstream to spawn. The main problem still challenging the salmon biologist is a method of leading or controlling downstream migrants. If this goal can be reached through the present research, it would solve a long standing threat to the salmon industries and help to ease the tension between power and fishery interest.

SAN DIEGO BITE-SIZE ITEMS

The almost-new *Mona Lisa* on May 31 was reported burned and sunk while fishing in waters south of San Diego. Mrs. Joseph Correia, wife of the skipper, reports that a wire from her husband stated all 13 crew members were safe . . . Glenn Solberg of San Diego, crewman on the *Columbus,* was severely slashed on his shoulder and arm when a giant barracuda leaped out of the sea and bit him when the boat was fishing off Socorro Island. Solberg was standing in the fishing rack when the barracuda jumped out of the water and bit him. The wound was an inch deep and an inch and a half in diameter. His collarbone was also broken . . .

Reports have it that the *Scarlet Queen* has been at sea for more than three months and has only some 100 tons aboard. She, along with *Western Ace,* also long at sea and with a small load, are rated among the top tonnage boats in the clipper fleet . . . Driscoll tender, a 16-footer with Chrysler Crown, is now working aboard the *West Coast* . . . Hard times sometimes hits even the luckiest of tuna clippers —so the *City of San Francisco,* owned by Nick and Joe Colla, discovered when it sank at dock in San Diego Harbor. A San Diego city crane raised her . . .

The son of the skipper of the *Bernadette,* Frank Medina, has gone into army service. Melvin was married before he joined the army . . . Ed Boilard, the unofficial photographer of San Diego's tuna fleet, became a grandfather for the first time when his son's wife gave birth to a girl named Theresa Ann Boilard. The father is navigator on the *Elena* . . . Ted Tufts took out the *Trojan* on her last voyage for tuna, while Sam Meserve, long-time owner of the boat, stayed home for a rest. Before the vessel left, Sam built an extended second deck on the clipper, carrying the deck back to mid-way of the bait tanks . . .

SUN JASON has been sold to National Steel & Shipbuilding, and rumor has it that Vido Zotollo will be skipper—He's from the *Coronado,* which was lost last year . . . A new skipper for the *Cape Beverly,* Danna Silva . . . Tom West, Sam Crivello's long-time partner and chief engineer of the partners' big clipper *Europa,* has retired. "Pappy" Tucker has taken over as chief. Sam has been running his Union Oil marine dock for several years, but on the last trip of the *Sun Europa,* he replaced Ernie Rose, who hadn't had a vacation for a long time. Of course, Sam took aboard 45,000 gallons of Union diesel and 1,000 gallons of Union 75X, the purple lube . . . *Sun Splendor* is reported to have left for South America to supply tuna to Jack Crivello's freezing plant at Paita, Peru. Frank Souza is said to be skipper . . .

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S HARBOR GILLNETTERS SH BRISTOL BAY

ee new Grays Harbor-owned boats, off the ways of the bia Boat Works, Astoria, were in Aberdeen this spring for Bris- ay fishing during the summer s.

boats, the *King Fish*, owned by th Swanson and Marme Rau- the *Sound Harbor* by Walfred ickson and Ted Ranta, and the *t*, by Eric Luota and Hugo taken to Seattle by truck and d by steamer to Bristol Bay.

tical in design the boats incor- several new features. They are ed by Chrysler Crown 115-hp. s and have "V" drive. The is forward of the engine and h a gear system the drive shaft directly under the engines. akes it possible for the heavy units to be located further l the rear.

boats also have tunnel sterns allow draft and hydraulic power pickup rolls. The hatches will 0 ton, approximately 2,700 raw t no facilities are provided for as daily deliveries at Bristol iminates that need. Each craft under the 32′ length, limit in llowed in that area. The boats quipped with two-way marine communication systems.

Bristol Bay gillnetters are usually built in bunches, and here are six of them ready to go into the water at the Maritime Shipyards, Seattle.

They are part of a fleet of 15 double enders built this year for Nakat Packing Corporation.

The 15 boats are powered with Chrysler Crowns, 2 to 1 reduction, and hydraulic reverse gear controls, all were furnished by the National Supply Company, who also furnished the keel coolers and the instruments.

The boats have Monel tailshafts, propellers are by Olympic, and engine controls by Cliff Mathers.

A TROLLERS HURT

sel Siirila of Idaho Inlet caught nd in his gurdies, crushing it lly, and Ike Cropely, skipper of *Phoenix II* slashed his left hand while cutting up a salmon. Both ere flown via Alaska Coastal eau for treatment.

and Mrs Ike Cropely have pur- the Ross Peterson home in El- ve and have installed a lunch r. Mrs. Cropely is the daughter late Henry Moy, well known yer.

troller *Swan* burned and sank n Cross Sound and Green Top ening of May 17. Oscar R. s, Jr., skipper and owner, was up by the *Arminta* when he rced to abandon ship.

sburg Fisherman ken on Boat

h claimed Tom Nauska, owner *derer II*, while he was working engine. Fortunately his wife, as aboard, was able to signal *dy Rae* skippered by H. Brad- brought the boat into Peters- The two boats had been travel- gether after being out digging ms. Mr. Nauska had not been well but his death from a ttack came as a shock to his amily and friends. Burial was e, Alaska.

Explosions Gut Two Ketchikan Boats

Friends in the fishing fleet rallied to the assistance of Mr. and Mrs. Wilhelm (Skip) Jordan at Ketchikan recently when their trolling boat *Nohusit* was gutted by fire and explosion. The Jordans and their two children lived on the boat and lost all of their personal possessions as well as their home.

A committee of trollers' wives established the Jordan Trust Fund to rehabilitate the boat.

In addition there were heavy contributions of clothing for the family of four and temporary housing was provided. The Jordans will operate a fish buying station at Gedney Harbor this season and hope to rehabilitate the *Nohusit* when they return in the fall.

Their 3½-year-old son, Eric, suffered serious burns in the fire when he fell face down in the flaming bilge, but is recovering satisfactorily.

A visitor on the *Nohusit* at the time of the explosion, Mrs. Henry Durham, was blown off the deck onto the float and suffered serious spinal injuries. She is in a body cast at the Ketchikan General hospital. Her husband operates the troller *Alameda* and they observed their thirty-fifth wedding anniversary this month.

Mrs. Jordan is the former Wrangell correspondent for PACIFIC FISHERMAN'S NEWS.

The *Rolling Wave*, 40′ combination seiner-troller, sank in Thomas basin at Ketchikan this month following two explosions of undetermined origin. It later was raised and beached. William Tatsuda, owner, estimated damage at between $9000 and $10,000. The boat was being readied to fish for the New England Fish company.

Alec Patterson and Norman Orr were preparing to go trolling when the explosions occurred. Although new tanks had been installed, it is considered possible the explosions resulted from a gas leak.

Pelican's Pouch

MORTON MEN BUILD OWN TROLLING BOAT

Three years ago Carl Straw, an automotive mechanic in Morton, Wash., decided to build a trolling boat. Working in his spare time, he and his partner Theron Sexon, first built a boat shop. After the 45′ hull with 12′ 3″ beam and 4′ 5″ draft was completed it was taken on a Milwaukee R. R. flat car from the inland city to Tacoma. The *Storm King*, a coast guard cruiser type craft, has a Chrysler Royal engine, Rainier gurdies and a 50-watt Kaar radio.

Theron Sexon is building a boat of similar design but is using mahogany planking instead of fir as on the *Storm King*. At the end of the fishing season Carl will head south to help Theron complete his vessel.

William Graham who lived at Gull Cove for many years, suffered a stroke recently and is partially paralyzed.

Art Theberge has re-built the pilot house on his troller *Sarah E*. He also had a 50-watt Sig Hanseth receiver and transmitter installed.

Ed Scott had a 40-wat Sig Hanseth transmitter installed on his troller *Exceed*.

CRPA's "Saipan" Sold to Japanese

Columbia River Packers Association has sold the refrigerated carrier *Saipan* to a Japanese fishing concern, Taiyo Reito Bosen K.K. of Tokyo.

The *Saipan* was drydocked at the Albina yard on Swan Island for bottom painting and inspection. A Japanese crew arrived to take over the vessel and at last reports the ship had departed for Japan.

No announcement was made as to what purpose the *Saipan* will be used.

CUT YOUR HULL MAINTENANCE COSTS

Trevarno Glass Boat Fabric Protects Hull Surfaces Agains

water logging **scuffing, leakage**
marine growths **rot, worms**

LESS TIME OUT OF WATER

Trevarno Fabric covering for your wood hull assures you more time fo fishing, cuts hauling costs, reduces hull maintenance expense! Trevarn Fabric bonds to hull, seals against leaks, gives you a stronger, bette looking boat.

EASY TO APPLY

Trevarno Boat "B" Fabric is scientifically engineered for commercial us It has tremendous tensile strength, adds shock resistance to hulls an forms a permanent, invisible covering impervious to moisture, rot o petroleum fluids. Trevarno lasts the boat's lifetime—cuts yearly mai tenance costs! Just paint resin and hardener on clean, dry hull. Smoot on Trevarno Boat "B" Fabric. Apply second coat of resin and hardene Then, sand hull lightly and paint, *or leave it natural* (Trevarno lets th wood grain show through, adding to the beauty of your boat.)

DECKS AND CABIN TOPS, TOO

Trevarno Fabrics provide a permanent bonded surface that protects decks and cabin tops from leakage, scuffing, damage from sea and sun. Lightweight Trevarno Boat "A" Fabric is ideal for small boats, topside bulkheads, etc.

Trevarno
GLASS FABRICS

Ask your Marine Supply Dealer, or write

COAST MANUFACTURING & SUPPLY CO.
BOX 71F, LIVERMORE, CALIFORNIA

"THE HOUSE OF FRIENDLY SERVICE"

NORDBY SUPPLY COMPANY

Nordby Supplies Every Marine Need

★ Commercial Fishing Gear ★ Marine Supplies
★ Cannery Supplies

QUALITY PRODUCTS and SERVICE

PAULS Locknot Netting Nylon - Linen - Cotton
PETTIT Marine Paints
WILLARD Batteries
CEDAR SEAL
SPONGE Rubber Floats
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COMPLETE STOCK OF MARINE SUPPLIES AND EQUIPMENT OF ALL KINDS

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SEATTLE 1, WASHINGTON

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KETCHIKAN, ALASKA

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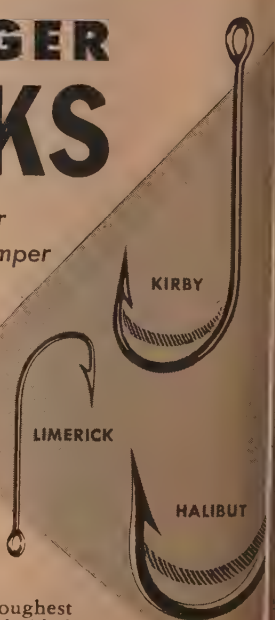
- *Resist Rust Longer*
- *Uniformity of Temper*

752 Different Types and Sizes Regularly Stocked



You can depend upon Pflueger Hooks to give long service. They're made of the toughest steel, finely tempered to hold shape and finish. Made in U. S. A. by third generation of Pfluegers. Demand Pflueger hooks and you'll catch more fish.

THE ENTERPRISE MFG. CO., AKRON, OHIO
89 years making fine tackle

PFLUEGER MADE IN U.

(Pronounced "FLEW-GER")

SAN PEDRO SEINE SETS

he "Caterpillar" powered *Mercury* a new skiff, unpowered—built by Mardesich brothers at San Pedro. 18-footer is constructed of U. S. wood . . . Rumors at Berth 73 say Nick Ursich will send the Mon- y seiner *Camerello* to fish Peru- waters . . . South Pacific Canning of Long Beach reports that the planes in operation by the Malibu ning Co., an affiliate of the Long ch cannery, are working success- y in spotting fish for the boats ng mackerel out of Port Hueneme At the same port, Porter Bros. also employing a plane for spot- mackerel schools. Such boats as *American Beauty,* the *Clermont,* are reported to be delivering fine kerel fares to the several fish ers at Hueneme.

ARIA, a purse seiner skippered John Alioto, has a re-modeled vood skiff working the mackerel . It is now powered with a Uni- al Unimite engine. The boat is ed by the operators of the Sea d Grotto in Redondo Beach . . . *of Long Beach,* the new all- d hull bait hauler and sardine , is working out of Pierpoint ding during the current sport- ng season, under the skipper- of Billy Duggan, veteran bait er. The boat was built by the desich Brothers of San Pedro and iesel-powered.

NTON MISETICH and family e moved into their new San ro home. He is now running *Robin Hood* for mackerel, but s soon to return to the big tuna er, *Anthony M.* . . . Mrs. Andrew gis, wife of the skipper of the *rageous,* recently gave birth to a y girl who joins two brothers in Kulgis family . . . Andrew Tipich ne *Sea Pride* has welcomed home son Jack after two years' service he Army in Korea . . . *Western* was recently equipped with a eral Motors 6-71 on 60-kw. gen- ing set, supplied by Crofton Diesel ine Co. . . . *Western Queen* re- ed a similar unit—a GM 4-71 on v. . . . The new name of French line Co., which now buys tuna one of the largest of cannery s, has changed its name to Star- Foods Inc. . . . Raytheon Mfg. Co. open house at its new district s and service office in Wilming- May 28. The hospitality of the left nothing to be desired.

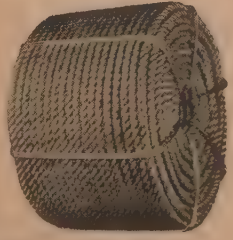
EW MALIBU is a new Sino-built working during the sportfishing on as a bait hauler for Malibu pier. Johnston is skipper. To make the suitable as a bait hauler, a 9x18 section was removed and a ten bait tank was added, holding scoops. The boat is powered with 0 Graymarine, 3:1 reduction. Elec- ic equipment includes a Bendix h recorder supplied by Jim Bartell at Newport Beach and an Apelco 50-watt radiotelephone, sold by the same firm . . . Marine Radio Service of San Pedro has installed a Model 1080-C "Fathometer" and a 65-watt Fisher radiotelephone aboard the *Coeur d'Alene* of Long Beach . . . The same company has put a Marine Radio Compass on the Van Camp Sea Food Company's "research" boat *White Star* . . . Purse seiners recently dipping nets in Techkote's Net-Life include the *Robin Hood, American Beauty* and the *Southland* . . . One of the great mysteries of the purse seine fleet of San Pedro is the whereabouts and home port of the *Yankee Clipper* which at last report was in command of Yank Kaserof.

"Bella Marie" Repowered

The *Bella Marie,* built by John Di-Megio in San Pedro a year or so ago, has been re-powered with a 3-cyl. 371 General Motors diesel engine, GM hydraulic gear, and equipped with front power take off. Crofton Diesel Engine Co., San Pedro, made the installation.

This is the business end, or forming die, of the world's largest rope laying machine—a two-story device in American Manufacturing Company's Brooklyn, N. Y. mill. It will shape a rope up to 20 inches in circumference—thick as a man's leg.

"American Brand"
PURE MANILA ROPE



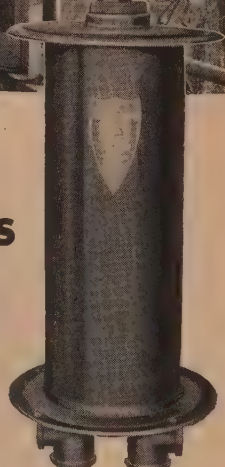
The experience of American in producing enormous ropes of super-strength is reflected in the exceptional ruggedness of the cordage supplied to the fishing industry.

American also makes Nylon rope in a full range of sizes. Write for free specification chart. Please specify whether you want the regular or the Nylon chart.

AMERICAN MANUFACTURING COMPANY, Brooklyn 22, N. Y.
Rope (Manila, Sisal, Jute, Nylon, Polyethelene, Saran, Glass), Twine, Oakum, Packing, Baler Twine, Carpet and Electrical Yarns
Branch Factories:
St. Louis Cordage Mills, St. Louis 4, Mo.
Delaware River Jute Mills, Philadelphia, Pa.
Sales Offices: Boston, Chicago, Houston, New Orleans, Philadelphia, San Francisco

In Gloucester Harbor There's Praise for AQUA-CLEAR Feeders

With the keen instinct bred from generations wresting their livelihood from the sea, Gloucester fishermen are "hard to sell". But when they see something that increases efficiency and cuts costs too, they go for it without delay. That's why you're seeing more and more boats off Gloucester with AQUA-CLEAR Feeders.



Cools Engines Direct with Raw Sea Water

Ever since engines were invented, until now there has been no safe way to cool direct with raw sea water. Salt water rust and corrosion cuts the life of marine engines in half. The AQUA-CLEAR Feeder has changed all that—saves hundreds of dollars of expense yet protects the entire cooling system. Good news travels fast and in every fishing field both new and old boats are being equipped with AQUA-CLEAR Feeders.

Throw Your Heat Exchanger Troubles Overboard

Better and Cheaper Than Closed Cooling

Save all the extra expense, space, and complicated piping needed with closed cooling. No cumbersome heat exchangers or exposed keel coolers, no expansion tanks, no extra holes through the hull—cuts maintenance and repair expense, avoids lost time due to breakdowns. Costs less than $75 for most engines. Easy to install.

Peter Lovasco, owner and captain of the dragger St. Joseph, is typical: Over a year ago, he installed a new $20,000 Wolverine diesel and equipped it with AQUA-CLEAR Feeder. Months later he took off sections of pipe and said they showed no signs of corrosion.

STOP Rust and Corrosion

in the Entire Cooling System

The AQUA-CLEAR Feeder gives complete protection from all rust and corrosion to cylinder heads, manifolds, water jackets, and liners. Lengthens the life of old engines — keeps new ones from ever rusting. Also prevents salting down the engine, even under abnormal temperatures. Made for all kinds and sizes of marine engines, either gasoline or diesel.

Over 15,000 AQUA-CLEAR Feeders Now in Use!

Write for FREE Folder telling how to save money and get more efficient operation from your engine.

Processing Plants . . . use the AQUA-CLEAR Feeder to solve toughest problems of salt water rusting or corrosion of pipes, tanks, etc. Write for details.

SUDBURY LABORATORY, Box 20, South Sudbury, Mass. *Dealers: Write for Special Offers.*

B. C. CO-OP. FISHERMEN CONCENTRATE ON TROLLING

British Columbia's co-operative fi ermen will concentrate this season west coast trolling, and over 1 trollers had signed by early Ma Camps are planned for Winter Ha bor, Kyuquot, Ucluelet, Tofino, Ba field and Queen's Cove. Two packe will serve the operation.

T. H. Sorensen and D. W. Bentl of the Fishermen's Co-operative Fe eration have been appointed to ma age the operations, and Clem Phill son, former packer skipper, will west coast production manager.

There have been several rec changes in the Federation's executi staff. D. G. Macdonald, secretary many years, has resigned to enter t construction business. J. T. Mel has succeeded Arnold Essler as cre manager. Kark Dybhavn, for ma years secretary of the association, signed and planned to go halibut fi ing on the *Capella.*

NORMAN FIDDLER SAVES LIVES IN PLANE CRASH

One of the first vessels to reach wrecked Canadian Pacific Airwa plane near Prince Rupert after crash this spring was *Dollina II,* sk pered by Capt. Norman Fiddler, c of the best known fishermen in Va couver, B. C. Two lives were lost the accident.

The plane hit the water in Prin Rupert Harbor and Fiddler made throttle-open dash from the docks the scene of the wreck 800 ya away. He managed to get his b under one wing and held it there wh rescue was carried out.

Several other fishing vessels sisted.

EUREKA FLEET TROUBLES

The big dragboat *Catherine Pa dini,* Capt. C. A. Bjork, ran i trouble off the northern Califor coast recently when her trawls came entangled in the propeller Trinidad Head. The cutter *Yoc* towed the dragger to port.

The *Washington,* 30', Skipper H old Stewart, Eureka, was towed by a motor lifeboat.

Valhalla, a 30-footer, narro missed disaster when she cras against the rocks at Fairhaven d ing a severe storm. Her skipper, M roe Guy, Trinidad, escaped uninju

Byron Anderson's boat *Win* Eureka, was towed to port by Coast Guard after her engine beca disabled north of Humboldt Bay.

"ANNE MARIE" IS REPOWERED

Oscar Vienola, Capitola, Calif., repowered his hook-and-line *Anne Marie* with a Model 3071A Diesel engine, 85 hp., purchased f Hover Equipment Co., Monterey Moss Landing.

400 ALBACORE PRICE SIGNED IN SOUTHERN CALIF.

meeting between Mason Case, esenting three fishing boat own- organizations of the Pacific Coast, the two largest Albacore can- es on Terminal Island, resulted on e 10 in a price of $400 per ton for acore for the 1953 season.

ir. Case told *Pacific Fisherman* ɔs that contracts would be signed iediately with Van Camp Sea Food and Star-Kist Foods, Inc. In nego- ng with these canneries, Mr. Case esented the California Commer- Fisherman's Assn., Inc. of Ter- al Island; the Five Star Cold Stor- Co. of San Diego; and the Fisher- 's Cooperative Assn. of Seattle.

wo veteran Albacore fishers at stime were reported scouting for longfins, out of Terminal Island: *a B*, skippered by Dick Francis; the *U & I*, Pete Repovich.

ss Landing Boats t New Owners

his is the season when boat sales ish. Moss Landing harbormaster, n Woolsey reported a number of sfers.

ne *Josephine G.*, owned by John of Santa Cruz was sold to R. arney of Long Beach. Barney ex- s to use the boat for commercial ng in the south. The 28′ Monterey clipper, *Venus*, was sold to Ralph n of Monterey by P. G. Barnes, in turn has purchased the boat *py Toiler*. The *Venus* was origin- the *San Guiseppe*, fished by Trav- Evans. About two years ago, is had the boat *Katherine*, built is specifications and he is now ng her for the San Luis Fish Co., vila.

harles Scheer of Modesto trans- d title to his *Aquicky II* to Clar- Rosalles of Monterey. Ole P. bought the 26′ fishing cruiser, *ler*, from A. Ramponi of Salinas, and Mrs. Verner Allen of San are the new owners of the 32′ er, *Sunset*, formerly owned by E. Allison of Santa Cruz.

ul Hover of Hover Equipment Co., just completed installation of a 3-cyl. G. M. diesel engine in Oscar ola's, boat the *Ann Marie*. Oscar Moss Landing toward the end of h for Westport where he will the salmon fleet . . . Krist Lintho ne *Doric* brought a 3-cyl. G. M. l down with him from Seattle he has been busy getting it in- d in preparation for the coming n . . . Lee Faraola of the *Tommy* was in Moss Landing recently after an absence of several months. Lee has been a rigger on a merchant marine ship hauling supplies to the war zone in Korea. Lee thought he might stay on the ship but the closer May 1st get, the more he wants to go fishing, he reports.

The Coast Guard came to Moss Landing recently and installed a sounding board on the fog horn at the end of the island. Fishermen had complained that when the wind blew inland the warning sound could not be heard. Jimmy and Inez Dale of the *Flyer* got up a petition to the Coast Guard for a radio beacon at Moss Landing and skippers were signing it at a great rate. One paper was sent to Santa Cruz, one to the Elkhorn Yacht Club and Lee Bothwell of the *Albacore II* took one south with him when he went to San Diego to deliver the boat to new owners. He was accompanied by John Williams of the *Silver Shoals*. John is the original owner of the boat.

SHRIMP FISHING DUE FOR 1953 REVIVAL

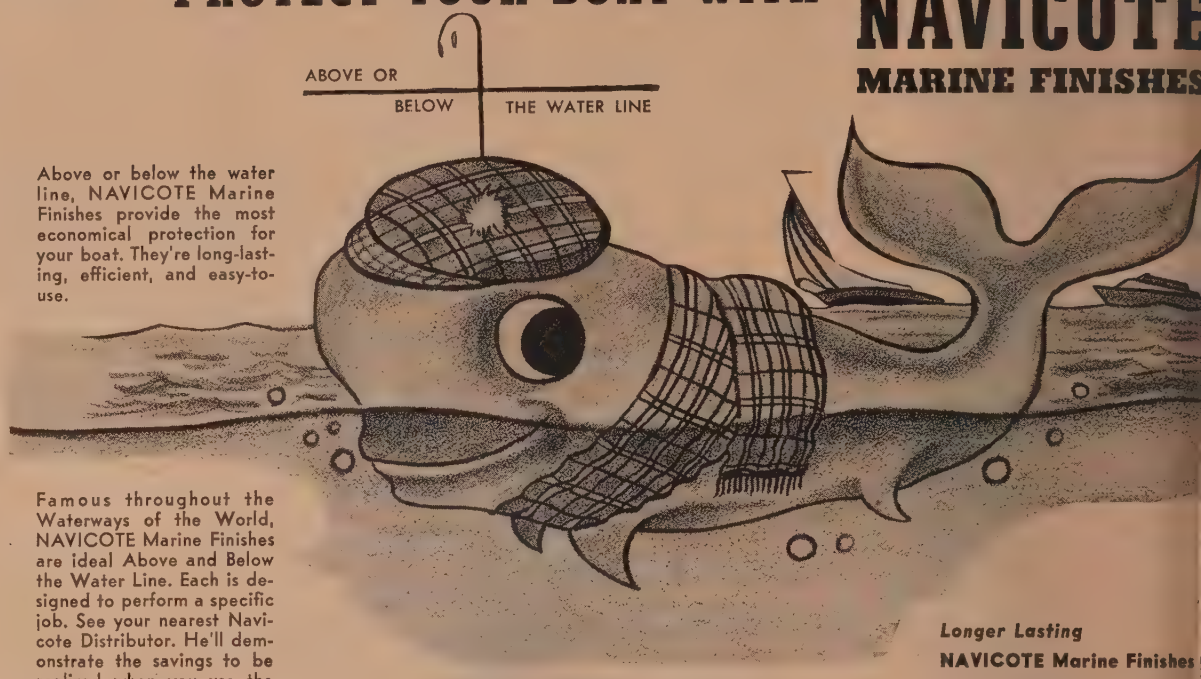
Revival of interest in shrimp off the northern California coast, with a possibility of further exploratory operations, developed at Eureka recently when it was learned that the Tom Lazio Fish Company is considering such a venture. Angelo Intersimone, Eureka branch manager for the company, stated that the firm is interested in the prospects and indicated that some boats may be put into operations, this summer.

Initial exploratory expeditions went out during the spring and summer of 1952. The preliminary operations resulted in several catches, but the shrimp were considered rather small and activity was suspended for the time being.

H. J. Faulkner of San Diego now has a Bendix depth recorder, model DR-10, aboard his **Renklauf.** Shepherd Marine at San Diego did the job.

BEST ROPE BUY
AT ANY PRICE!
PLYMOUTH
TRADE
1824
MARK
Stocks in Every Port!
Fishing boat owners, skippers, and crews like Plymouth fishing rope for different reasons, but all agree it's the best rope buy at any price in every port.
PLYMOUTH CORDAGE COMPANY
Plymouth, Massachusetts
Sales offices and warehouses at New York, Baltimore, Boston, Chicago, Houston, New Orleans, Philadelphia, San Francisco. Distributors wherever there are fishing fleets.

Hoot Mon . . . *It's more Economical to* PROTECT YOUR BOAT WITH NAVICOTE MARINE FINISHES



Above or below the water line, NAVICOTE Marine Finishes provide the most economical protection for your boat. They're long-lasting, efficient, and easy-to-use.

Famous throughout the Waterways of the World, NAVICOTE Marine Finishes are ideal Above and Below the Water Line. Each is designed to perform a specific job. See your nearest Navicote Distributor. He'll demonstrate the savings to be realized when you use the entire Navicote line.

SEE YOUR NEAREST DISTRIBUTOR

Longer Lasting
NAVICOTE Marine Finishes
Save You Money

HART and BURNS Inc.

Manufacturers of DURAHART *Protective Coatings*
Riverside, Calif. — Dallas, Tex.

BENDIX DEPTH RECORDERS

Around the world more fishermen have made more money with their time-tested Bendix Depth Recorders than with any other equipment since nets were first developed.

Take the guesswork out of fishing . . . make navigation easier in any weather . . . prevent damage to gear. Six Models. Write for literature on the model designed for **your** application.

DEPTH INDICATORS

BUILT BY Bendix
Pacific Division
Bendix Aviation Corporation
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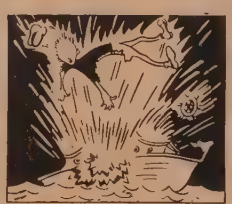
AUTOMATIC PILOT

Double Protection from FIR
ON YOUR BOAT



1

Get Rid of Floating G and Oil in the Bilge

Let the Roll of the Boat Clean the Bilge

In addition to keeping the bilge clean without any labor, **AUTOMATIC Bilge Cleaner** mixes gas and oil in the bilge with the water and keeps it mixed—greatly reducing fire hazard. It works while you're fishing. Leaves no oil slick when you pump it.

Add a little **AUTOMATIC Bilge Cleaner** after each pumping. Also cleans everything above and below deck, including fish gurry. Keeps fish-hold sanitary. Order today. **Gallon only $7.50.** Qt. $1.98.

2

Prevent Fuel Tanks from Leaki
SAV-A-TANK Cartridge

Sooner or later every fuel tank rusts through unless tected from corrosion. Even copper tanks corrode. Ser fires aboard boats are caused by tanks that rust thro This amazing little cartridge, called **SAV-A-TANK,** save the total loss of your boat, even your life! It giv year's protection for less than a cent a day!

SEND NO MONEY Order Sudbury Quality Marine Products C.O.D. plus postage (or send cash and we'll pay postage).
Money-Back Guarantee

Dealers: Write for Special Offer

Just drop a **SAV-A-TANK Cartri** in your tank. Use one for each 1000 capacity. Don't risk going even an month without using them on your Order now, **only $3.**

SUDBURY LABORATORY, Box 21, South Sudbury, M

um Seining

(Continued from Page 25)

ne American boat which has used d the plans of the vessel owners are installing the equipment this

sically, the drum seine operation a standard Puget Sound seine, differently, and reeled on a large built into the stern of the boat.

Primary Points Drum Seining

e experience of the men who used the drum seine indicates n factors which make the op- n a success. There are four which, according to Frank skipper of the *Nonsuch*, are as far as this equipment is con- d.

st: There must be "proper ." By this Green means that eel must have variable speeds positive action both running for- or in reverse.

ond: The reel must be free- ing so the net will start easily set.

rd: There must be a good brake p and hold the net while it is in ater.

rth: The net must be hung in a l way. All the boats putting on rum seines have found that in to reel properly the net must ung approximately "square," he cork line and lead line about me length.

his stage of the development it erally conceded that the new d of seining is entirely satisfac- or fishing shallow water, but is still doubt in the minds of of the older fishermen on the of the drum seine to make a set and to take fish in deeper where there is a strong tide. st be said, however, that those ave used this system have found ifficulty in this connection.

Set Into Deck

rst importance to this story is chanical operation of the drum ow the net is reeled in. The fabricated of steel, varies in di- from 5' to 9' with the width g according to diameter and he available space for the drum et in the stern of the boat. On ber of the Bellingham boats k has been built into the deck the turntable formerly was lo- On those boats where there o stern tanks below decks this elatively simple operation. The anks were made watertight to leakage into the hold and the self was vented outboard with ailing device.

perate the reel two methods ng employed, hydraulic drive

One of the Canadian drum-seiners. This vessel is equipped with a rig typical of that worked-out in Vancouver, after which the American fishermen have patterned the gear they will employ this season.

and gear drive. The hydraulic operation is accomplished with a Hydra-Hoist drive turning the reel with a chain and sprocket drive.

The gear drive is somewhat more complicated and utilizes a truck transmission short-coupled to a truck differential and brake drum. With this drive it is possible to get as much as 84 to 1 reduction in the reel speed. The power to operate this comes from the front power take-off on the main engine via shafting to a chain running through the deck to the transmission. In this case also the reel is turned by chain from sprockets. With this type drive the main engine is to be operated at 600 rpm. with a shaft speed of 200 rpm.

There is quite a difference of opinion on the effectiveness of the two drives. Those who have used the hydraulic method insist that this gives a more positive and smoother control of the speeds in either direction than with the gear drive. On the other hand, those using the gear drive say this type will give them more power, if they need it, when hauling the net.

"Square" Hanging Essential

"Square" hanging of the net is believed to be the key to the whole operation. Most Puget Sound seines are hung with the lead line somewhat shorter than the cork line to facilitate pursing and to insure that the net hangs properly in the water. For drum seining the lead line will be only about 3' shorter in each 10-fathom shackle, while an extra 2 to 2½ fathoms of web will be hung in each shackle.

This gives more "bag" in the net adn enables the crew to reel the net without coming short on the lead line. The "square-hung" net comes onto the reel with cork line and lead line even as the net is wound on.

It is interesting to note that the fishermen who will use this system figure that they will have to keep their nets in top shape, with a new seine every two years. It is assumed that the strains involved in hauling require uniform strength over the entire length and depth of the web to prevent tearing or pulling out of shape.

Other points of importance in this

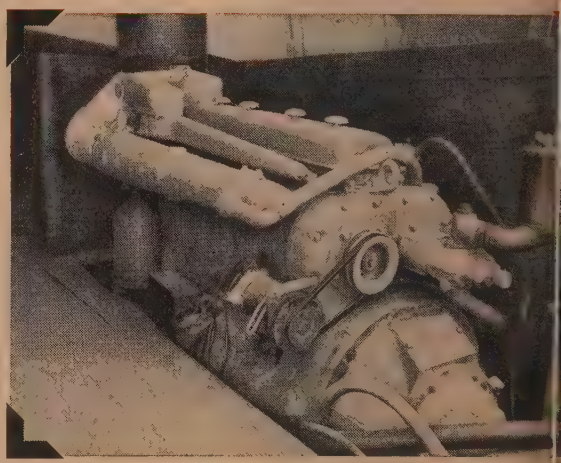
LIVE AND SALTED BAIT
24 HOUR SERVICE
BROCK'S BAIT BARGE
Inside Ballast Point, SAN DIEGO

FOR THOSE
big CATCHES
GOLD MEDAL NETTING
and SEINE TWINE
THE LINEN THREAD CO., INC.
116 New Montgomery St.; San Francisco 5, Calif.
Pacific Coast Distributors: Pacific Marine Supply Co., Seattle • Oregon Marine Supply Co., Portland and Astoria • Pacific Fishing and Trading, Seattle • Tacoma Marine Supply Co., Tacoma • Harbor Marine Supply Co., Hoquiam • Cincotta Bros., San Francisco and Monterey • San Diego Marine Hardware, Inc., San Diego • Marine Hardware Co., San Pedro and Terminal Island • Nuttall-Styris Co., San Diego • Cia Exportadora del Sur, S. A., Guaymas, Sonora, Mexico. *Canadian Representative:* Western Leckie Limited, Vancouver, B. C.

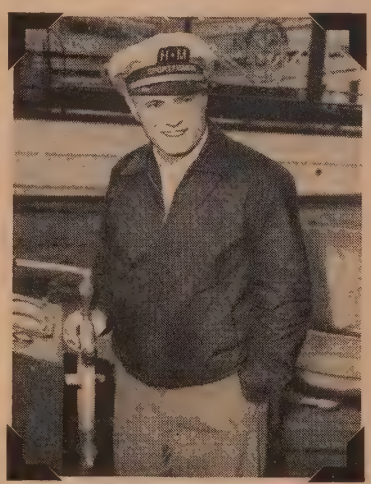
STANDARD ENGINEER'S REPORT

DATA	
LUBRICANT	RPM Delo Oils
UNITS	Heavy-duty engines—diesel and gasoline
SERVICE	Fishing boats
CONDITIONS	Constant load
FIRM	H & M Sportfishers, Inc. San Diego, Calif.

One engine overhaul in 3 years on 8-boat fleet

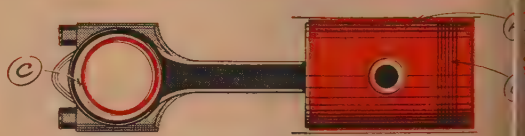


RPM DELO HEAVY DUTY LUBRICATING OIL is used in all boats operated by H & M Sportfishers, Inc., San Diego —a total of 12 engines ranging from 225 H.P. diesels in the "Worrier VII" (above) to a 60 H.P. gasoline unit. In 3 years of regular fishing-party service in coastal waters, only one engine required major repairs. Although this engine worked 5600 hours, only sleeves and pistons were replaced.



S. HOWARD MINOR, (right) Vice President and General Manager says, "RPM DELO Heavy Duty does such a good job of holding down repairs for us that I wouldn't consider even trying another oil."

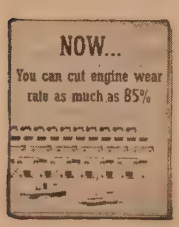
How RPM DELO Oils keep engines clean and prevent wear



A. Contain special additives that provide metal-adhesion qualities...keep oil on parts whether they are hot or cold, running or idle.

B. Anti-oxidant resists deterioration of oil and formation of lacquer...prevents ring-sticking. Detergent keeps parts clean, helps prevent scuffing.

C. Special compounds stop corrosion of any bearing metal, and oil foaming in both wet and dry sump engines.



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STANDARD OIL COMPANY OF CALIFORNI

tion is the method of handling
et, how it is set, towed, pursed
ıen wound on the drum.
setting the net, those who have
this system say that in setting
eine must be laid in a fairly
ht line until most of the net is
e reel. Then it can be towed in
direction, right or left, to com-
the set. The power skiff with the
s used in the same manner as
onventional seine.
pursing, a new procedure has
worked out. The net, purse line.
ine, cork line and running line
l reeled in, and the actual purs-
done from only one end of the
er the davit to the winch. This
en worked out so that on some
nets only the tail two-thirds
web will have purse rings on
eory that the first third will be
e reel before any amount of
g is done.

s Are Stored "Clothes Pin"

ıould be brought out that in this
ion the power skiff plays an
:ant part. As soon as the circle
ıplete the skiff is moved to the
ide and will be used to tow off
keep the boat in the proper po-
at all times. This is to prevent
nching of the corks around the
and to facilitate the reeling
ion.
the time the purse rings are
ıt up to the boat a good part of
t will be on the reel. This will
te the necessity of bringing
ngs on deck. Instead, the re-
g rings will be drawn up be-
the davit and the reel alongside
at and then the rings will be
up with a "clothes pin," a spe-
shaped steel device designed for
rticular purpose and supported
oridle attached to a line run-
rom the boom. The rings re-
g in the water are picked up
nch on the "pin" and drawn up
de, but not on deck.
he seine is reeled-in over the
nd the successive purse ring
come tight, the rings slip off
and onto the reel.

pooled Evenly "Level-Wind" Rig

of the problems in this oper-
s to get the net on the reel
and tight enough so that it will
ıt properly when the set is
The net is bunched for reeling
effort is made to keep cork
ıd lines on different sides of
l.
reels, varying in size from
boat, have ample capacity if
s are drawn tight. For example,
ow in use have a capacity of
ft. to 440 cu. ft. In Canada
is being installed which is 9′ in
er and 10′ in length, going on a
.. This reel will hold 635 cu. ft.
corks, line, etc.

These men, with one exception, are among the drum seine advocates who are pioneering this form of gear on Puget Sound. Top row, from the left, Paul Glenovich, *Yankee Boy;* Frank Green, *Nonsuch;* Bob Pierce (the exception), Whiz Fish Products; Sigurd Hendrickson, *Pershing.* Lower row: Pete Pecarich, *Calendar;* Bob Glenovich, *Yankee Boy;* Peter Kink, *Indiana.*

In reeling, most of the boats will pass the net over a dead roll on the stern and through two half-men to the reel. The half-men will be mounted on a traveler which moves them back and forth, distributing the net evenly on the reel, much in the manner of a level-wind on a towing winch. Movement of the traveler is handled by the man operating the reel controls.

The half-men will be 8″ in diameter and 30″ high with a space of 10″ between them to bunch the net, corks, etc. as they come in over the stern roll.

With all this discussion of how the drum seines will work no mention has been made of the manpower requirements to operate this new method. Those fishermen planning to use the drum seine believe they can fish successfully with a five man crew.

It has been fairly well established that a complete haul can be made by five men in somewhat faster time than by the hand hauling method so long used. Those who have operated these drum seines state that they can make as high as 10 complete sets in a single day and can, under good conditions, complete a haul in as little as 40 minutes. Obviously, it will take the new boats a little longer to make a set the first few times, but after becoming accustomed to the procedure it is generally felt the drum seine will materially increase the speed of the operation, with fewer men needed.

Drum Seine Pioneers

The drum seines were first developed in British Columbia several years ago and were, according to the best sources available, pioneered by Nick Kelly of Nanaimo and his two sons. The first reel and gear were assembled by the Madill Shipyard in Nanaimo. The next Canadians to appear in the picture were the Martinolich famliy who developed the idea still farther and had Bill Tara, who has a yard at Ladner on the Fraser, build the reel gear.

On Puget Sound the first man to use this idea was Frank Green of Oak Harbor. Green's *Nonsuch* was built specifically to handle the drum seine operation and his rigging and equipment is slightly different from the newer rigs. Green's experience with this operation in fishing at Point Roberts and adjacent waters led other fishermen to use this type of gear.

The movement to start using drum seines on Puget Sound this year was the result of three Bellingham fishermen who went to Canada and actually fished with the Canadians to find out how the system worked. These men were Paul Glenovich, Peter Kink and Pete Pecarich. They worked out the method by which the Puget Sound fishermen will fish. It is interesting to note that with minor variations most of the boats installing this gear have patterned their new equipment after the plans of Glenovich, Kink and Pecarich.

At this writing 11 boats are outfitting or have outfitted for this operation. These are Paul Glenovich's *Yankee Boy;* Peter Kink's *Indiana;* Pete Pecarich's *Calendar!* Tex Williams' *Starling;* Peter Jacobsen's *P.J.;* Floyd Green's *Caroline;* John Olson's *Connie Kay;* Al Lamphere's *Shorty Mae;* Alfred Leion's *Starling;* Sigurd Hendricksen's *Pershing* and Frank Green's *Nonsuch.*

Thus a fleet of seiners will fare forth this year trying out a new idea, in the tradition of Pacific Coast fishermen who have pioneered and developed other ideas which have long since become part of our standard fishing practice.

Sea Food Cafe Catches Own Fish

North Head, repowered with a P&H diesel, leaves for the fishing grounds.

Frank Spenger, Berkeley, Calif., restaurateur, and owner of Spenger's Fish Grotto, famous sea food restaurant on the Berkeley waterfront, really believes in serving his customers fresh sea food.

Therefore, not long ago, he purchased the combination boat *North Head* which was built in San Francisco during the war by Martinolich Shipbuilding Co. She was originally an inter-island Army freighter and is 61′ long with 16′ beam and a draft of 8′.

Now fishing out of Eureka, *North Head* is skippered by Dale Miller. Recently the craft was repowered with a Model 687CM P&H marine diesel engine, purchased from and installed by Parker Diesel Engineering Co., Oakland. This engine is 138 hp. at 1400 rpm, and is fitted with a Snow & Nabstedt hydraulic-type 3-1 reverse and reduction gear. The new P&H engine gives *North Head* a speed of about 9½ knots. In the engine room are Exide batteries, and a Petter diesel engine auxiliary powering the 32 volt electric generating set. This was purchased from Parker through the West Coast Engi Equipment Co., Berkeley.

The *North Head* is a real com tion boat. She can be used eithe crabber, troller or trawler. tank is set forward in the ho holding crabs, and there is a forward for lifting fish in or the hold. She also has a No Dragger winch forward. Refr tion is provided by a 10-ton C freon machine.

Crew's quarters are aft, and pilot house is a Submarine Co. Fathometer Jr., a Wood Fre Iron Mike, a radio telephone, direction finder. Accommodatio provided for four in the crew.

P&H marine diesel engine, 687CM, 138 hp at 1400 rpm stalled in the *North Head*

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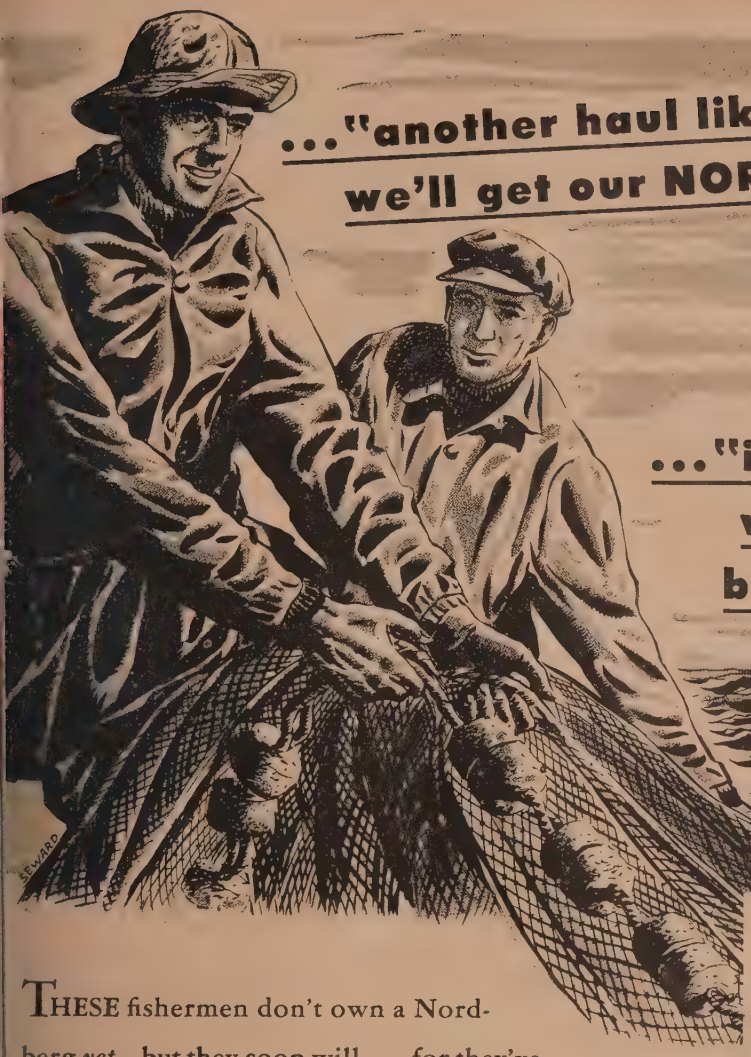
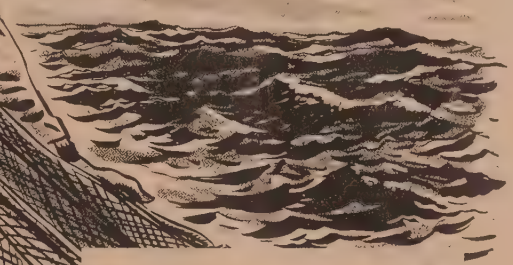


..."if we had it now we'd be first back to port!"



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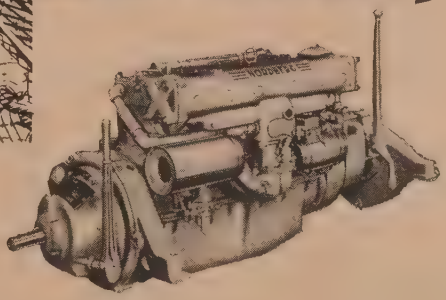

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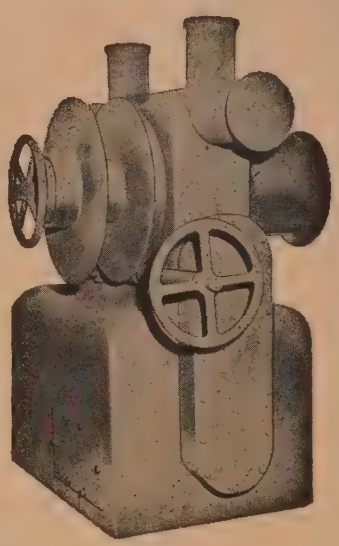

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LINES and LEADERS

SEATTLE ENTERPRISERS—W. H. Porter, left, Seattle manager for Enterprise Engine & Equipment Co., announces appointment of James H. "Jim" Chivall as sales engineer working out of the Seattle sales headquarters. Mr. Chivall comes to his new job with long experience in the diesel engine field. Prior to his naval service he was vice-president of a diesel engine company in Boston. He was formerly assistant shop superintendent in the Boston Navy Yard and served for two years in the Navy on board heavy repair ships servicing the fleet.

t Diesel Announces New y Duty Marine Engine

v heavy duty marine diesel engine unced this month by the Detroit Engine Division of General Motors. multiple engine unit with two "6-110" engines tandem-mounted on base to drive a single propeller

other Detroit Diesel power plants, engine is a comparatively compact t-weigh unit, but it puts a rugged t horsepower aboard a fish boat at the-clock rating developed at 1600

andem arrangement of the engine, servicing points easily accessible, a unit that is easy to work on an engine room of minimum size. In fishing boats the size and weight of the engine detracts comparatively little from payload space.

Its width is 48½ inches with bulkhead mounted air cleaners. It measures 145 inches in length and weighs 11,000 pounds. Its height is 68½ inches.

Greater maneuverability, especially important in fish boats, is assured by quick engine response to a single lever which controls both gear and throttle.

New Raytheon Dealers

E. J. Rome, San Francisco district manager, Raytheon Manufacturing Co., makers of radiotelephones, and Raytheon Fathometers, has announced the appointment of three new California marine dealers.

For the San Francisco Bay area, Butte Electric Co., 251 Natoma St. is the dealer. Associated with this firm is Maurice "Frenchy" Antoine, for many years in the electronics department of Ets-Hokin & Galvan, San Francisco.

Two former branch managers for Raytheon have been appointed dealers in Eureka and Monterey, respectively. They are J. J. Feiereisen, 2125 First St., Eureka, and V. S. Diridoni, Diridoni TV, 882 Abrego St., Monterey, California.

All of these men are thoroughly trained in the techniques of radio and Raytheon Fathometer sales and service.

"Cat" Diesel Electric Sets Featured in New Booklet

Caterpillar diesel electric sets are pictured and described in great detail in a new 20-page, profusely illustrated booklet (Form 30507) which is now available from Caterpillar Tractor Co., Peoria, Ill. and Cat dealers.

The booklet describes the many features of these electric sets, discusses both self-regulated generators and completely automatic sets, lists attachments and specifications and employs cutaway views to illustrate the general construction typical of all Cat electric sets.

Crofton Builds New G.M. Diesel Display Room

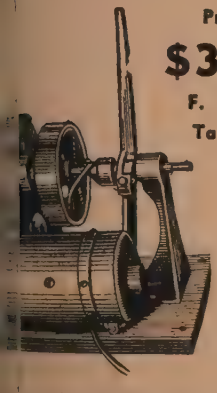
Burke Crofton, manager of General Truck & Engine Co., San Diego, and Crofton Diesel Engine Company, San Pedro, General Motors Detroit Diesel marine distributors for Southern California, last month was building a new showroom at Harbor Drive and Fishermen's Wharf to display the various marine products he distributes, sells and services.

A. L. "Al" Donald, relief man at the Standard Oil Co.'s marine service station, Fishermen's Wharf, San Francisco, recently was awarded a gold wrist watch, and a month's vacation with pay in recognition of 30 years service with the company.

Ed Canepa, manager of the station, received his 30 years recognition last year, and **Babe Pinelli,** assistant manager, received his 30 year-award two years ago.

This is the new Model 35 Atlas Imperial marine diesel announced by The National Supply Company Engine Division. It is a fully enclosed unit developing 95 horsepower at 900 rpm in 4 cylinders. The 6-cylinder unit develops 190 horsepower naturally aspirated, and 290 hp. supercharged, both operating at 1200 rpm.

TAL MARINE PILOT
True-Course Automatic Steering



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EUREKA FLEET FACTS

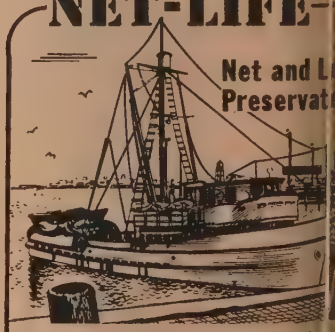
Start of the early summer s on the northern California coast a total of 220 boats registered i port of Eureka. In addition, app mately 180 outside craft work o the port from six weeks to months a year. Another intere fact brought to light was the fi that the average craft employs men, although many small tr are one-man boats, ranging up t sizeable crews employed on the la dragboats.

San Diego Fishermen Active in 35th Fete

The Portuguese colony of Diego—many of whom are fishe and owners of tuna clippers—brated for the 35th time since ceremony began in San Diego Divino Espirito Santo, named the Divine Holy Ghost, a day ann honoring the 14th century Queen bella of Portugal.

Following religious services Rita Mattos was crowned que the event. The traditional Portu banquet was served at the B Park Club. Speaker was Law Oliver, who with his wife, starte organization. President and co-c man of the event were Mr. and Manuel Mattos, parents of the q More than 2000 members and fr of the Divino Espirito Santo att the ceremonies.

NET-LIFE-



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TECHKOTE COMPANY
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) Parmigiano, retiring president of San Diego's unique Fish ers Club, second from right, offers congratulations to the incoming ident, Matthew Monise, retired tuna clipper operator. In the group eft to right, Frank Buono, former president; Anthony Martinolich, ainment chairman; and extreme right Secretary Jack Donnelley.

EPID" TAGS TUNA

tuna clipper *Intrepid* has con- a year's research assignment California Department of Fish ame—a 20,000 mile tuna survey ranged from waters off Costa o Panama, Colombia, Ecuador, nd the Galapagos Islands.

boat was engaged primarily in mental tagging of Yellowfin ipjack, with information sought otained on commercial fishing ues, tuna spawning ranges and sibility of tagging from com- l vessels.

he 1,600 fish tagged, two al- have been recovered.

rwriters Demand Fire pment on Clippers

n effort to reduce losses of tuna s by fire at sea, insurance com- last month were demanding l hook-and-liners install hand- d pumps, complete with fire eels, nozzles and suction hose. e pumps are operated by two or both bilge and fire-fighting. sels under 100 tons, the pumps over that 2½" are demanded. ny cases also, bilge alarm s are being installed whereby, r reaches a certain level in the e alarm is set off.

WESTPORT DELIVERIES GOOD

Salmon deliveries to the Westhaven docks at Westport jumped during April to 503,473 lbs.

Crab landings continued good with 17,331 dozen delivered. Other April landings at Westport included 42,000 lbs. of miscellaneous fish and 12,807 lbs. of bottom fish.

EUREKA WHALERS TRY OPERATIONS IN PERU

Late May found the famous Eureka whaling craft, *Lynn Ann,* about ready to leave drydock in San Francisco and sail for Peru where she will be used during the ensuing season in whaling operations off the South American coast. Herman Foland, widely known California whaler and owner of the boat, will manage a whaling station on the Peruvian coast where the vessel will base.

SMALL BOAT BASIN IMPROVED

Further improvements to Eureka's small boat basin were made recently when the city streets department black-topped the entrance and roadway to the harbor. The work covers an area of some 400' by 60' and will provide for ample parking space for fishermen and boat owners and for visitors to the basin, which recently has become a mecca for tourists and sightseers.

Other spring work at the basin included the driving of new piling to repair damage from heavy winter storms.

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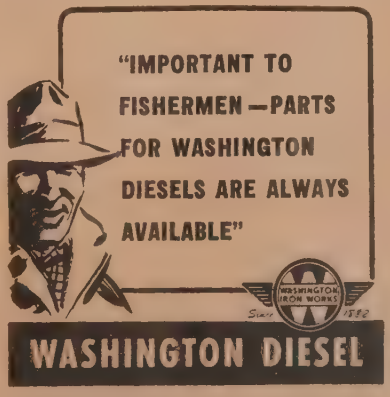
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These Japanese are fishing crabs in Bristol Bay again. Here is the "Tokei Maru," with two of her fishing boats, working about 12 miles off Port Moller, Alaska. The picture was taken by Howard Wakefield from the American trawler "Deep Sea." Scaffolding on the floating cannery is for drying the immense quantity of tangle nets which provide part of her catch. The tangle nets are worked by boats such as that seen near the floater's bow, behind the "Deep Sea's" stay. The larger craft lying alongside the "Tokei Maru" is a crab trawler.

The Japanese Are Back Again

nese resumption of King crab in Bristol Bay this spring was with poor fishing—in which the an operations shared—but the al expedition built around the g cannery *Tokei Maru* scrupu- observed such conservation s the release of female crabs all halibut taken.

on the authority of J. H. eld of Wakefield's Deep Sea rs, Inc., who returned to Se- t the end of May aboard the y's steel trawler *Deep Sea,* had been operating on the crab s since the first of February.

Wakefield not only observed panese operations from the an craft but also boarded the se canneryship and inspected rations closely.

i Maru, interestingly, is an an-built vessel, a "Hog Island- World War I vintage. She is by six small trawlers of about gth and a similar number of oats tending the tangle nets. re 431 men in the entire opera- whom 337 were housed aboard neryship.

Japanese were keenly interest- he American reaction to their e off the Alaskan coast, and akefield told them plainly that ns felt they were encroaching Alaska resource from which should have abstained under rth Pacific treaty. He was in- that the *Tokei Maru* carried aboard three press reporters and two photographers.

The poor fishing this spring was attributed by the Japanese to bottom temperatures which were subnormally low, perhaps as result of the extremely severe winter, which Bristol Bay residents said was the coldest in a great many years. It appears that moulting of the crabs has been delayed by the low temperatures and for that reason the *Deep Sea's* return to subarctic waters will be delayed until midsummer.

The Japanese tangle nets took an extraordinary number of Tanner crabs, for which no practical use has yet been found. These crabs are hard on gear and greatly delay operations.

Quality of the King crab pack being produced by the *Tokei Maru* was rated excellent by Mr. Wakefield; although no effort is made to remove the "tendons" from the legmeat sections, as is customary with American operations. The presence of these "tendons" was characteristic of the pre-war pack of Japanese King crab, being one of the few adverse characteristics of the product. The crab meat is packed without acidulation in parchment-lined cans.

Japanese plant workers are guaranteed pay equivalent to $30 U. S. per month, plus a bonus which cannot exceed $30, no matter how good the pack. This season it was anticipated that pay would average in the neighborhood of $45 monthly.

Advices from Japan to *Pacific Fisherman* say that the *Tokei Maru* expedition was expected to take 630,000 crabs, packing 50,000 cases. It is anticipated that production will be far short of these figures unless fishing picks up sharply during the summer. It will be noted that the estimate is based on 12.3 crabs per case. Mr. Wakefield reported that the Japanese catch required 17.5 crabs per case.

The *Tokei Maru* expedition is a joint venture off Nichiro Gyogyo Kaisha, Nippon Suisan Kaisha and Taiyo Gyogyo Kaisha.

The converted-from-seiners trawlers *Shelikof* and *Foremost* have been operating in Pavlof Bay on the south side of the Alaska peninsula since they went north; and are expected to continue there until mid-summer at least.

Earlier this spring, in April, the *Iceland* and the *Arthur H.,* working for the Washington Fish & Oyster Co., mounted a successful King operation in Pavlof Bay area, the *Iceland* cooking and freezing crabs caught by the *Arthur H.*

Q.M.C. Issues Spex On Tuna & Noodles

Apparently Southern California's latest product, Tuna and Noodles in 1 lb. tall cans, has an interest for the U. S. Quartermaster Corp. It has issued preliminary specifications for the product and any canners planning to produce Tuna and Noodles may request these.

Sardine Reduction Hopes Dim Indeed

California Fish & Game Commission last month on the request of California sardine industry representatives postponed action on applications to reduce sardines until the August meeting.

Richard S. Croker, chief, Bureau of Marine Fisheries, Department of Fish & Game submitted 63 applications for permits to take and reduce sardines during the 1953 season, and mentioned four additional applications which were received too late to comply with the commission's rules.

The applications were in three groups: 17 from the San Francisco district; 25 from the Monterey district; and 21 from the southern California district. In addition there were four late applications, three from San Francisco and one from southern California.

Mr. Croker stated that last season the sardine fishery failed completely. Of a total catch of 3,615 tons, 2,887 tons were used for canning, 217 tons for pet food and allied uses, and 11 tons for reduction under permit. In view of the continuing and now complete failure of the sardine fishery, it was the Department's feeling, according to Mr. Croker, that the situation was worse than critical, and that all applications should be denied.

John Costanza, Carquinez Fisheries, appeared on behalf of the San Francisco Sardine Association, and stated that he represented all the appli from the San Francisco district.

He requested that the commi postpone action on their applica until a later date so that if c tions should improve, the granti applications might be warranted.

Roy Beaton, California Fish ners Association, stated that he resented all the applicants from southern California district e five, and he also requested post ment of action on the application the same reason and grounds as Costanza.

No one appeared to represent Monterey district, and the commi voted that the 25 applications that district be denied "on the gro that the granting of such applica would not promote the economic ization of the sardine resources o state in the public interest."

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Echo-Sounders Serve as Herring Biologists' Tool

Use of echo sounders in the est tion of herring populations is t studied scientifically by biologist the Fisheries Research Board of ada.

The sounder has been used to r population estimates during the year or so, and it has also determ the size and density of the he schools located.

Herring were distinguished other fish by the type of mark made on the echo sounder pape was usually a solid but rather " trace with an edge which was but not sharp. When large quan were recorded, they tended to more or less continuous trac Marks from other sources dif from the pattern and could be re distinguished and eliminated.

On two successive surveys of herring population prior to spawning, 37,000 tons and 20,000 of herring, respectively, were loc Of the fish left in the sub-distri spawning time, it was estimated 16,000 to 20,000 tons spawned.

The echo sounder, accordin spokesmen for the Research B may form the basis for a new proach to fisheries management.

W. L. Brown, Retired Salmon Manager, Dies

William L. Brown, who for a ber of years was manager of Harris & Co., Seattle salmon pa and distributors, died in San at the end of May at the age of

He had lived in San Diego 23 since he retired from the canned mon business in 1930.

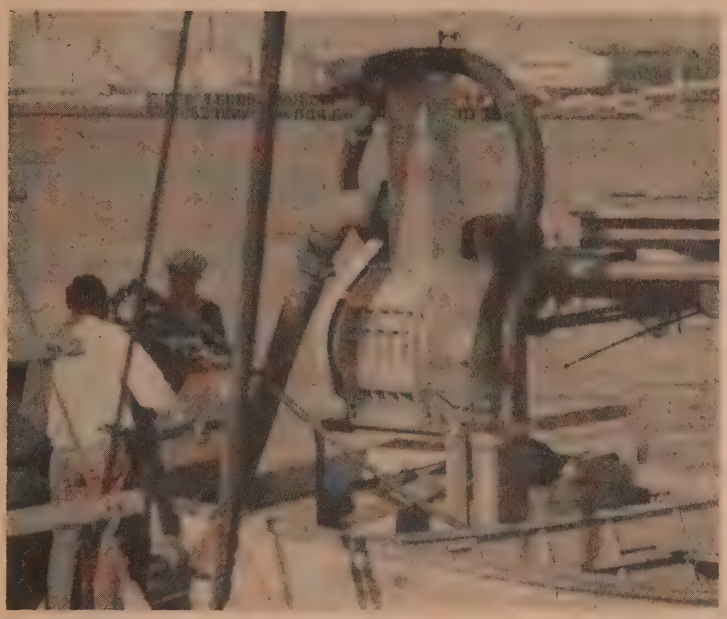
Joe Hickey, for many years su tendent, Del Mar Canning Co., Mor and later in southern California i with Davis Bros. Fisheries, Glou Mass.

ımping Live Fish Simplifies Problem f Bait Handling Aboard Clipper

voyage of a tuna clipper ed with a Kimmerle fish ele- was completed in early June he *Defiance,* captained by Ted , returned to San Pedro. The ı gave good reports of the func- of the pump, which is used to r live bait from nets and re- to bait tanks, and also for r of bait from deep wells to nks aboard the clipper.

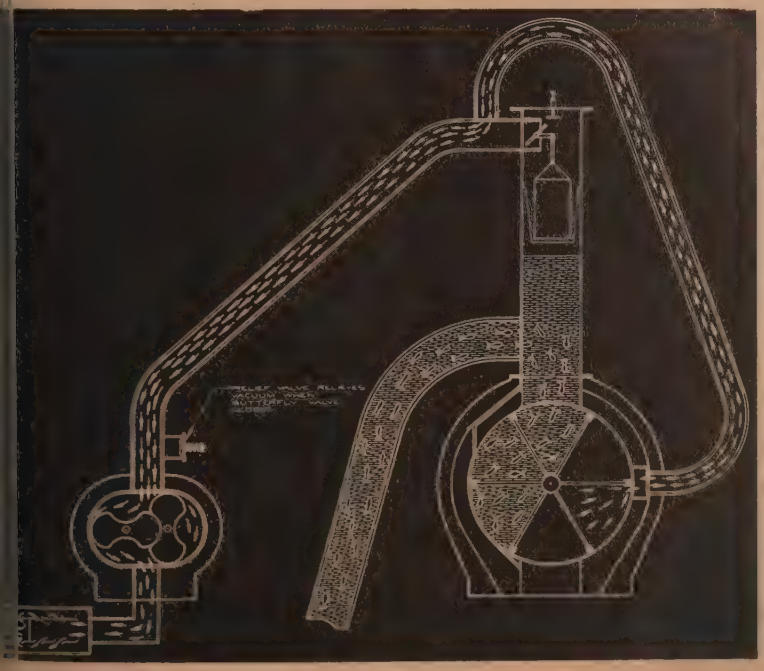
fish elevators have been work- many Southern California can- or several years now unloading t the unit on the *Defiance* is st aboard a live-bait boat. A r so ago one of the pumps successfully on the commer- rtfishing bait hauler *Redondo,* ed by Redondo Pier.

equipment is manufactured and y the Meletron Corp. of Los s of which George Starbird is nt. The pump requires no prim- uipment. Normal atmospheric e lifts the column of fish and y means of a vacuum. The live e not damaged, reports the cturer, by being pushed or by any fast-rotating impellers



The Kimmerle pump installed aboard the tuna clipper *Defiance* for handling live bait fish from the net or receiver into the bait tanks; and also between tanks and wells aboard the boat. Special design of the pump permits it to handle live fish with less loss than in the case of hand methods, much more quickly, and at great saving in labor.

or moving pistons. The slowly revolving large rotary separator valve empties the fish into bait receivers, or the fish may be moved direct from the net to bait tank, or from one bait tank to another, never leaving water.



w diagram of a Kimmerle pump shows live fish being transferred tion through hose lowered into receiver or net and, by means tary separator valve, transferred into tank or cannery conveyor, t damaging the fish. The pump may also be used on dead fish, is installed for this purpose in numerous Pacific Coast plants.

The intake of the pump on the *Defiance* is a 6" rubber hose. The vacuum pump is driven by a 20-hp. electric motor which is installed in a small space above the shaft alley. A 3-hp. gear motor is employed on the pump above deck.

The distinctive feature of the pump, which is patented, is the rotary separator valve which separates fish and water from air. The pump is installed on the starboard side of the *Defiance.*

The secret of the pump is a suction chamber above the pump impellers, which keeps the fish away from the blades and spills them unharmed into the bait tank or hold of a boat.

Captain Lucich reported on his return to San Pedro, where he unloaded 116 tons of tuna for South Coast Fisheries, Inc., that with the use of the pump, he was able to fill his bait tanks, or transfer bait from one tank

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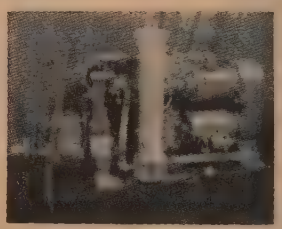

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her, in far less time than usu-
nsumed by hand method.
Meletron Company states that
small fish can be stowed away
ninutes without any effort. By
he job would consume two
The loss of the fish is said to be
ole, as against 20 to 25% by
net method.
and sardine canneries now
Kimmerle pumps on shore in-
ons include: California Marine
& Packing Co.; French Sar-
., with four Kimmerle pumps;
Coast Fisheries; Van Camp Sea
o., two pumps; Lido Fisheries,
acific Fisheries, South Pacific
g Co. and other installations
ing made.
Santa Barbara there is the
V. Castagnola buying station
urns Wharf; at Santa Monica,
Monica Sea Food Co.; at Port
e, Malibu Canning Co., affili-
ith the South Pacific Canning

Eddy Joins Thompkins
ance Brokerage Firm

t L. Eddy, who for 25 years
n widely known among Pacific
sh canners as an executive of
erican Can Co., in June joined
n Francisco insurance broker-
n of Thompkins & Company,
by Stuart C. Thompkins. Mr.
ecomes a vice president of
tins & Company.
" Eddy came to the Pacific
ith the American Can Co. as
t district sales manager with
rters at Portland, Ore.; and
s district sales manager with
rters in Seattle. In 1944 he
nsferred to San Francisco divi-
eadquarters, first as sales pro-
manager, and for the past
ears as assistant to the vice
t in charge of Pacific Coast
ns.
Thompkins firm specializes in
al and general insurance
ge, and Mr. Thompkins said
uncing Mr. Eddy's appoint-
'Bob Eddy's experience ably
for our business and his join-
organization is a move we
th wanted for some time as it
a personal and business
ip of some 25 years."

ate Packing Co.
n A.C.F. Plant

errante, one of the founders
many years president of Ox-
anners, Inc., Monterey, and
erator of the Atlantic Coast
s, Inc., will operate the plant
e name of Ferrante Packing

ing Mr. Ferrante will be his
tor, and his son-in-law Phillip
e. The plant will pack sar-
nchovies, squid, mackerel, and

Puerto Rico tuna cannery of National Packing Co., a subsidiary of South Pacific Canning Co., which opens for business in July.

Puerto Rico Tuna Cannery Opened by California Men

South Pacific Canning Co. of Long Beach, California in June announced the completion of a new tuna cannery in Ponce, Puerto Rico. The company, National Packing Co., is owned 100% by the present ownership and management of the South Pacific Co., according to D. M. Marsh, general manager. It represents a total investment of $600,000.

Westgate California Tuna Packing Co. has purchased an amount of callable preferred stock, and it is the plan of this San Diego company to deliver fish from certain clippers to this cannery, to be packed on a custom basis under its own label.

The announcement of the new cannery, which will be managed by Walter Forbes, former sales manager of the South Pacific Canning Co., was accompanied by several statements from the management concerning advantages afforded to fishermen and consumers by the new cannery.

Such advantages to fishermen were explained in this manner:

(1) "The earnings of a tuna clipper are completely exempt from any income tax by merely changing registry to a Puerto Rican port, a mechanical matter only, not in any way involving moving a vessel out of the United States."

(2) "Personal property taxes on the vessel are avoided."

(3) "The fisherman has only a 900-mile run from the Canal Zone area to deliver his fish."

(4) "It is believed that a tuna fishery exists in the Caribbean itself."

South Pacific Canning Co. believes that advantages are present in the new cannery's operations for the consumer:

(1) "Lower shipping costs to all of the Atlantic and Middle Western points."

(2) "Due to the lower labor rates, it will be possible for the particular buyers to be able to purchase handpack tuna."

Ponce, the location of the new plant, is a city stiuated on the southern shore of Puerto Rico, with a population of about 176,000. It has a mild climate and good housing is available. H. D. Young is superintendent of the new National Packing Co.

The cannery building itself is located at the main city dock in Ponce and has separate unloading facilities for tuna clippers and ocean freighters. The 50,000 square feet of the building includes present installation of equipment to handle between 40 and 50 tons of tuna in an eight hour shift, with room for immediate expansion to at least 100 tons a day. A stand-by refrigeration storage of 250 tons of tuna has been provided.

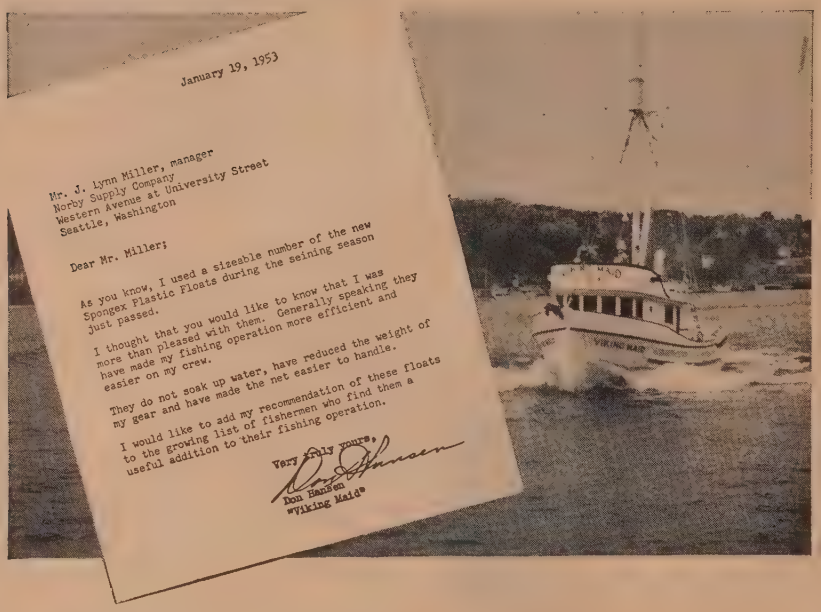
Continental Can Co. equipment for re-forming of cans is being installed, and knock-down cans will be shipped from Baltimore. The Continental Can line itself is capable of handling far more than the proposed initial volume. In the plant are four double pre-cookers and four 10-basket retorts.

South Pacific Canning Co. tuna labels include Royal Pacific, Blue Shore and Sea Gold. Clippers now fishing for South Pacific are *Sea Magic, Royal Pacific, Santa Anita, Northern Light, Western Pacific, Marico, Yolande Bertin* and *Hortensia Bertin.* The cannery also packs sardines and mackerel and operates at Port Hueneme the Malibu Canning Co., now utilizing the services of two airplanes for spotting fish and notifying boats of the exact location of the schools.

Leo B. Harford, well known Australian fishery factor of Port MacDonnell, South Australia, was a San Francisco visitor last month.

Jack Bruce, formerly with the Washington Fish & Oyster Co. of California, San Francisco, is now connected with the Portland Fish Co., Portland, Ore.

More and more seine fishermen are using SPONGEX PLASTIC FLOATS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As you know, I used a sizeable number of the new Spongex Plastic Floats during the seining season just passed.
I thought that you would like to know that I was more than pleased with them. Generally speaking they have made my fishing operation more efficient and easier on my crew.
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I would like to add my recommendation of these floats to the growing list of fishermen who find them a useful addition to their fishing operation.
Very truly yours,
Don Hansen
"Viking Maid"

Spongex cellular plastic floats:

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ANOTHER SPONGEX PRODUCT

Defense Fisheries Agen Abolished by McKay O

As had been expected for time, Defense Fisheries Admin tion was abolished by order of tary of the Interior McKay, eff the end of June.

Maurice Rattray, who had be active head from its inceptio signed at the end of April a turned to private business as the aging director of Anderson & M Ltd. Fred F. Johnson, DFA exe officer, returned to the FAWS B of Commercial Fisheries as a sistant chief.

Functions of DFA in conn with studies of military rest zones in fishery area; draft a serve matters affecting fishery sonnel; material and equipme quirement of the industry under gency conditions; securing of materials; and studies of f financing applications will be h in the FAWS Branch of Comm Fisheries.

Shrimp Imports Low; Wholesale Prices Rise

Shrimp imports from Mexico cific fishery continued to decli the 1952-53 season waned, alt reports from the Guaymas d were that catches had improved what. During May less than 1,0 lbs. of green shrimp crosse border.

Shrimp fishing at the souther in vicinity of Salina Cruz hac fair, and a new discovery i Mazatlan area had produced som nage. This shrimp however, w brown variety and sold for prices.

Quotations for green shrimp, up under-12, in Southern Calif top quality, layer pack, brand r continued to climb, being $1.20 on June 1. This didn't mean m stocks of all counts were almo hausted.

New Rupert Brand Outlet in Valley Area

British Columbia Packers, producers of Rupert Brand frozen fish fillets, this week ann the appointment of the Ral Buzby Company, of Bakersfield, as a Rupert Brand distributor

The complete Rupert Bran of quality sea foods, which in halibut, sole, silver salmon, ro cod, chum salmon, haddock, perch, smelts, halibut steaks a mon steaks, will be handled Buzby Company, according Howard T. Burge Company, agents for Rupert Brand in the west.

Rupert Brand has been o Southern California grocers a dozen advertising allowance.

ornia Legislation ishing Taxes

mber of bills concerning com- l fishing in California were by the governor last month. ll doubling the tax on all com- l catches except salmon was into law. It ups the tax from $1 per ton. Salmon is already to a special tax.

governor also signed a bill con- for two years a law banning cking of sardines during the r months; and he approved a e postponing until the end of e effective date of an act pro- the sale of Yellowfin or Blue- a weighing more than 150-lbs. resstime no final action had ken on the sardine, mackerel chovy fishery management bill. ll to prohibit fishing for sar- nd mackerel for two years was l by committee.

licenses for fish canners and ors were increased from $5 n a bill signed by the governor. rnor Warren also signed a bill ing commercial fishing within iles of the mouth of Humboldt

rnor Warren also signed a bill ing the opening of the com- Silver salmon season from o July 1. The season's Sept. 30 is unchanged but the mini- ize of a legal fish is reduced 5 to 22'.

ese Sardine Pack ate 820,000 Cases

ese sardine pack of about cases is anticipated this year, 0,000 cases packed in tomato

ugh the Japanese government e of 1953 sardine exports an- d shipment of only about 1,000 this country, in early May it knowledged that some 20,000 ad been dispatched.

ese price of No. 1 oval sar- doz., was reported at press- range from $8.50 to $9 fob.

ts of Japanese sardines in gregated 544,000 cases, none o the United States.

Burnett Joins ed Victory Company

G. Burnette, long associated sardine processing industry, the present time chairman of rine Research Committee of te of California, was recently vice-president and a director Winged Victory Fish Products San Francisco, headed by J. Christo, president.

urnette brings a wealth of ex- to this company, for he has sardine industry grow from ncy.

Industry's Tuna Standards Ideas are Taking Shape

In preparation for the coming hearings on Tuna Standards by the U. S. Food & Drug administration, practically the entire western tuna-canning industry was represented at a meeting held at Long Beach recently, at the call of Al Vignolo, chairman of the industry tuna standards committee, and G. H. Clark, research director. (East coast tuna packers were invited; did not attend.)

Present at the meeting was H. Thomas Austern, National Canners Association counsel, Washington, D. C., which has recommended to the government the hearings be held at Long Beach, because 95% of U. S. tuna packers are located on the Pacific Coast. While not definitely announced, the hearings will soon be held.

Briefly stated the several points discussed were:

1. Pack Style. There will be four definitions: Solid, Chunk (or Chunk Style), Flakes and Grated.

2. Light & Dark. It was resolved that only flakes, and not grated, could be used in this pack, and the label should read, "Blended Tuna Flakes." It was agreed "blood" meat will not be used in any tuna packs.

3. Color point. No general decision on this was reached; or where the "breaking point" between white and light, or dark, shall be.

Every can of tuna must have a color designation on the label, either light, dark or, if Albacore, white. If the Albacore pack does not meet the color point, then it must be labeled "light meat" and not, "Light Meat, Albacore."

As a measuring stick to determine breaking point between dark and light, the committee is using Munsell Units of Color Values, of 5.40. For white and light, the breaking point is 6.40.

Species Labeling. The industry committee does not consider such labeling necessary for tuna.

5. Fill of can. No decision was reached at the April 16 meeting as to fill of can and methods involved.

French Sardine's Name Now Star-Kist Foods, Inc.

Star-Kist Foods, Inc., is the new name for French Sardine Company of California, effective in late May, according to an announcement by Joseph J. Bogdanovich, president, who also emphasizes there has been no change in the corporate structure, management or policy of this veteran Southern California packer of tuna, mackerel and sardines, and processor of fishery by-products.

The firm, which also operates High Sea Tuna Packing Company (this name unchanged), was founded in 1917 by the late Martin J. Bogdanovich, father of the present chief executive. He died suddenly while conducting a World War II war bond drive in San Pedro, in 1944.

"Star-Kist" is the company's top canned-tuna label, which, during the past decade has received such a tremendous advertising program and aggressive sales campaign. Nicholas Trutanic, member of the firm, is production manager; J. G. Scharer, sales manager, and Donald P. Loker, also firm member, director of public and labor relations. Opened last November was Plant No. 4 on Terminal Island, world's largest tuna cannery.

Joseph J. Bogdanovich, president of Star-Kist Foods, Inc., formerly French Sardine Co., now renamed for its famous brand.

Anchovy Market Grows

According to San Francisco observers the domestic market for canned California anchovies is expanding progressively. Orders are getting to a repeat status.

Foreign markets are quiet at the present time, these sources say. Anchovies for domestic consumption were selling last month at $9 per case of ovals in tomato sauce; $7 for oblongs; $8 for 5-oz. tomato sauce, $7.50 for 5-oz. natural, and $5.50 for 8-oz. buffet.

Market Prices of Halibut Suffer Sharp Mark-Down

Sharply reduced prices for halibut marked the 1953 season, which boiled along at a furious pace in May and early June, Area 2 fishing closing June 9 after only 24 days of actual fishing, the shortest run in the history of the industry.

A variety of factors contributed to pound average prices of halibut down at least a nickel per pound under the 1952 average. To presstime the average decline was greater than this, but there were indications that for the season as a whole the mean dip would probably run about 5c.

Factor 1—The unhappy sales experience in the late spring of 1953, when the last of the 1952 pack was sold for what it would bring in advance of new stock. Dealers who had just sold-out at a loss were chary of going back into the market at the price levels which had produced that loss.

Factor 2—The general prospect for somewhat cheaper prices in fish for freezing as the industry accepted the fact that record fillet imports and lower meat prices presented a competitive problem which could be solved in only one way.

Factor 3—The increased rate of production of halibut, resulting in part from the gradual increase in abundance, in part from the relatively favorable weather conditions prevailing, and most of all from the high level of fishing intensity.

Factor 4—The cold storage strike in Alaska, which kept the large majority of the freezing capacity of Southeast Alaska closed to halibut during the first trip of the season, produced low prices at the two open ports; and also started a southerly movement of the fleet which persisted even after the strike was settled. Furthermore, there can be little question but that the sharp increase of 12½c per hour forced by the cold storage employes had a depressing effect on the price that fish could command in Alaskan ports.

Factor 5—Finally, there was the stampede south which started with the Alaska cold storage strike, but which gained adherents until it overran the Seattle market the first week in June with a series of record-breaking days that had the inevitable effect of glut on price.

The first three days of June saw 3,136,000 lbs. of halibut sold on the Seattle market—and this does not include direct landings at Bellingham, Everett and Tacoma, which are believed to have reached about 500,000 lbs. for the three-day period.

These three days produced a 3c drop in the price of mediums as freezing facilities clogged-up. With Seattle plants operating to their extreme capacity, buyers trucked surplus fish to freezers on the Columbia River, and even to Vancouver, B. C., in bond for freezing.

B. C. Salmon Canners Dodge High Rail Rates

Because of high railroad freight rates, some British Columbia salmon canners have been shipping their product via Panama Canal to the Atlantic seaboard.

While the sea route takes more time, it is considerably cheaper.

Smaller quantities of canned salmon have also been shipped to southern Alberta by truck.

The British Columbia fishing industry has been severely affected by rail rates which have more than doubled since September, 1948.

H. C. Hanson to Talk Fish Boats in Paris

H. C. Hanson, Seattle naval architect, has received an invitation to deliver a paper on Pacific Coast fishing vessel design, development and modern trends before the International Fishing Boat Congress, sponsored by the Fisheries Division of the Food and Agriculture Organization of the United Nations, and scheduled for Oct. 12-16, 1953, in Paris. An session will be held in Miami Nov. 16-20.

The Seattle naval architect h task of preparing the paper we der way, and expects to make comprehensive study of the de ment, characteristics, equipmen probable future trend of Pacific ing craft, so many of which types have come from his boar

H. C. Hanson, naval architect, who will present a paper on Pacific fishing vessel design at the International Fishing Boat Congress in Paris this fall.

Pacific Trawl Fishing Stimulated by New Pric

Trawl fish price agreement under 1952 figures sent the Col River dragger fleet to sea in a late in May, and the boats foun cellent fishing with resulting volume of landings.

Seattle buyers, operating un higher schedule of prices, coul handle fish in substantial quant the trawl trade was left largely smaller ports.

Excellent fishing was exper out of the Columbia, some boa turning to Astoria early in Jun trips of 70,000 lbs., taken in the of trips which rarely run beyon days dock-to-dock.

So heavy were the landings a time that at least one large was obliged to put a limit of lbs. per trip on ocean perch, lbs. on rockfish, 1,000 lbs. on l and 5,000 lbs. on rex sole. All sole varieties were accepted w limit.

Mexican "Halibut," Ta With Shrimp, Marketed

Mexican "halibut," caught nets of shrimp trawlers working Gulf of California, is now bein ized for the first time, a s quantity finding its way to pla Topolobampo, Guaymas and Rosalia, on both sides of the It is being sharp frozen in the plants there.

Marine Products Company Diego and Los Angeles is pac the product in frozen 1 lb. fillet ages under its "Stowaway" lab

Japanese Oyster Seed Official Visits Harbor

Malcolm B. Edwards, presi the Pacific Coast Oyster Grow sociation, welcomed not only ment of oyster seed but also a from Japan when the *Wash Mail* arrived at Willapa Harb spring.

The visitor was Mr. Honda. cial with the Tokyo Foods P Co., which grows the oyste Honda and Edwards became ac ed when Edwards visited Japa spect the seed earlier this spri rangements were made then f da, who never had been to the States, to return the visit.

3,000 · · · 6,000 · · · 10,000

There is a De Laval-Bird Meal Recovery Centrifuge for every size plant. Whether you require a capacity of 3,000 gallons of press liquor per hour, or up to 10,000, one De Laval-Bird machine will do the job.

The initial investment is economical, and the centrifuge reduces maintenance costs. Assure yourself maximum recovery of high protein fish meal, of low oil content, with a De Laval-Bird unit.

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Perfected **Low Temperature Dryin of Fish Meal**

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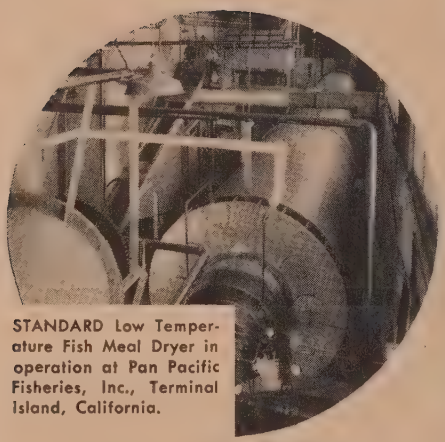

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You can get Monel shafting in diameters up to 8½ inches and more.

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For an interesting booklet on use of Monel in boats, write Inco and ask for "When Metals Go To Sea," by H. A. Calahan.

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OOD FISH
ARKETING
on of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

July 1953

ow THE SOUTH Regards SALMON TUNA SARDINES

SEEKING answers to three canned fish marketing questions which seemed foremost in regional importance in the South, *Pacific Fisherman* in April and May engaged in a market study centering in Virginia, South Carolina and Louisiana.

These areas were selected as broadly representative of the region, although it is recognized that no spot-checking of marketing centers in three states — supplemented by rural research to a lesser degree—can give a wholly satisfactory picture of the situation in so broad and varied a region as the South.

The three points of inquiry at which the study was directed were:

1. *SALMON*—Has it really "priced itself out of the market" in the South?

2. *TUNA*—What is its "growth potential" in the Southern market?

3. *SARDINES*—What is the South doing for low-priced canned fish in the face of the failure in California? and how acceptable are the substitutes being offered?

Answers to these questions, as *Pacific Fisherman* interprets them in analyzing its findings, are developed separately below.

MON—
it "priced out of le market" in the outh?

nywhere was a "yes" answer l. In general, the response was t—".

fact remains that the South s salmon a lot; and is willing, e, to pay retail prices on the 47-50c for a tall tin of Pinks; to 39c for Chums—the two items in that market.

ate displays of salmon were n all stores. In some cases ly New Orleans — southern d fish merchandising was by the remarkable *number of* each item in the displays— held for all kinds of canned

n generally out-ranked tuna to-1 in amount of shelf space ; although in New Orleans tuna seemed to command a slight lead in shelf space.

Opinion among brokers and retailers as well was that demand for salmon—and all fish—had suffered somewhat from the current low prices of meat—which were particularly noteworthy in the South during the period of the inquiry; much more so than in other sections of the country.

But as far as being "priced out of the market" goes, there was little evidence to indicate that this actually is the case.

One broker put it this way: "Pinks are *cheap* by comparison with most flesh foods for the South. True, they're up a lot over 'fore-the-war figures; but the buck is down. At $18 Pinks still have plenty of life at the value of today's buck."

A South Carolina retailer thinks salmon is a bargain, compared with lots of fish. He had Chums at 40c and Pinks at 51; but he pointed to a great quantity of fresh porgies at 19c—"Pick 'em out and weigh 'em yourself." Negro customers were doing just that, but the retailer pointed out that porgies round and raw at 19c were high-priced in ounces-to-eat alongside Pinks at 51c, let alone Chums at 40c. "You don't get more than one-third actual eating out of the weight of a porgy, and that makes what you eat cost mighty near 60c. Pinks at 51c are all eatin', and all cooked, an' you don't have the mess and trouble of fixin' 'em, like you do with porgies."

No Adverse Reaction To Canadian Salmon

The shortage of sardines has helped sales of salmon, some. One of the leading brokers in the South thinks that salmon has not been "priced out of the market," but that sales would be stimulated tremendously by a Coast price of $17. He thinks that retail pricing of 42 to 45c is needed for really ready sale.

He was one who had handled a substantial quantity of Canadian Pinks, under his principal's well-known American label; marked "product of Canada," of course; and with "Canada" embossed on the can-end.

Had he noticed any unfavorable reaction? "Not a bit! As a matter of fact, I can't remember any comment whatever. They didn't notice; or if they did, they did not care. Quality and price was right."

The South takes a measure of pride in denying that it can't afford salmon; and one broker pointed out earnesly: "The South can afford salmon today, even if the price is higher than it used to be; because the South has more industry, more jobs and more money than ever before."

But the South even today is not

much of a market for anything beside Pinks and Chums. In general, preference for Pinks has grown and demand for Chums has lagged, except in the low buying power areas. There is some reason to believe that salmon still suffers from the effects of wartime requisitioning and scant consumer supplies which led buyers to other products.

TUNA—
What is its growth potential in the Southern Market?

Tuna has come ahead fast in the urban centers of the South, but has not achieved wide popularity in the lower income groups, and in the rural areas.

Save for New Orleans, no market studied showed tuna leading salmon in shelf space occupied.

And in some rural stores no tuna whatever was found. This condition was noted in Virginia as well as in South Carolina. Questioned, storekeepers said they didn't have any call for it. "Guess folks hereabouts just don' know about tuna." Canned fish stocks in stores of that type consisted of some salmon, two-three kinds of canned herring, shad and jack mackerel.

Comparatively little imported canned tuna is noted in the South; and this is particularly true of New Orleans. Visits to many stores there failed to show *any* imported tuna offered in the consumer trade. This of course, applies to tuna in brine. It has no standing as yet at the retail level, although large cans are said to find ready market for institutional use.

The New Orleans area is one place where "Packed in Japan" has a notably adverse effect upon sales. Buyers there say the Southern consume members Pearl Harbor."

Albacore finds almost no tak the South. Most stores do not st at all.

Along the South Atlantic locally-packed tuna appears generally in the stores—and u is priced well below the level of fornia goods; solid pack at the of Chunks.

In South Carolina tuna can Beaufort, S. C., is in every stor der a label famous in that stat with sales helps plugging South lina tuna for the homefolks.

All-in-all, the question as to growth potential in the South answered thus on the basis of market study:

Tuna has made large and cons gains in the Southern marke they have been at the upper le buying power. There is a large tial market still to be tapped b cialized market development air the low-income levels and fea

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Announcement

The Packers of the famous br of STAR-KIST TUNA wish to nounce a change in corporate name. Effective immediately, firm name, for the past 36 ye known as the French Sardine has been changed to:

STAR KIST FOODS, IN
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ROBERT L. STIX, I
CANNED and FROZEN
National and Local Sales Representa
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neaper tuna products—such as ed light-and-dark flakes in oil, should appeal to the Negro t on the basis of price, oiliness ronger flavor.

RDINES—
What of the future?
And how acceptable are the substitute products being offered?

South isn't *suffering* from the of California sardines.

the consumer, in any case. The may be doing a bit of suffer- ut he's busy studying the sub- produced offered and looking ofitable lines.

mackerel has proven a very ctory substitute for tall sar- in virtually all Southern mar- Maine quarter oil sardines are opular in some areas—notably sippi — but brokers think the will take a very dim view of herring canned as sardines in vals.

the imported goods in pound offered as sardines, only the se product seems to have made of an impression. Buyers gen- have not seen the Holland, Nor- outh Africa and other "sardine" They've heard of them, but o cut a few cans before ven- an opinion.

Japanese sardines are very well ed as to quality; and first retail gs moved off the shelves readily to 33c. There was some skep- as to whether they could be ex- to continue to sell at this price, reflects $12 cif. Pacific Coast, aid.

buyer put it this way: "At such you might as well buy sal-

e sardine packers undoubtedly y hopeful of putting their her- p to 9" in length into pound ovals with tomato sauce and taking-over the Southern market. However, this domestic product has a number of serious shortcomings in comparison with the Japanese canned pilchard sardines.

Item: The herring are very soft and seem to break up badly in the large cans.

Item: Herring have a reaction which changes the color of tomato sauce to an unappetizing brown.

Item: Some districts of the South, notably the French areas of Louisiana, want their sardines labelled "pilchards." Obviously, this rules-out the Maine product. You can pack a small herring in a can and call him a sardine; but you *can't* call him a pilchard—and the trade likes to have goods which it can label for *either* customer.

Item: Quality of the Japanese canned pilchard sardines is exceptionally good, comparable with the *best* California sardines on all counts, save possibly in the tomato sauce used.

Item: Brands are important in most Southern markets, and the Japanese sardines are being offered under some of the labels which have been known there for many years. "Geisha Brand" Japanese pilchard sardines were selling readily in New Orleans. California sardine brands famous throughout the South are also appearing on the "Packed in Japan" product.

Anchovies Not Wanted Except as "Sardines"

California anchovies canned sardine style in ovals or square halves are not considered a substitute for sardines in the South — not so long as they must be labelled "anchovies." Buyers and brokers alike agree that the product has real merit, some preferring it to pilchard sardines; but none were found who believe it possible to sell the item for what it actually is: anchovies. The consumer has a firm impression of what an anchovy should be; and the trade thinks that to sell her anchovies sardine style is to lose a customer.

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Smith Tower, Seattle 4, Wash.

Imports Sustain Tuna Pack In Spite of Poor Fishing

With the aid of imports of frozen raw tuna, Southern California packers were able, as summer began, to keep abreast of canned tuna demand over the country. Some build-up of warehouse stocks in first hands was noted, apparently as insurance against a continuance of current poor fishing, rather than failure to sell the product as packed.

Packers were seriously concerned with poor deliveries, particularly from the clipper fleet, and some had sent scouting vessels far afield in search of new sources of supply.

As July began the large fleet of small boats, gathering in Southern California from all along the Pacific coast, were concerned with appearance of Albacore. Signs had not been too favorable, but it was too early to judge accurately.

Recognizing the vital necessity of adequate supplies of raw material, Westgate California Tuna Packing Company was negotiating last month with American President lines to bring frozen Albacore to San Diego from Japan; and to load the company's canned products for delivery at Atlantic ports.

"Primary purpose was not to import large quantities of Japanese Albacore, but to place our company on a parity with Los Angeles-Long Beach harbor plants in eastern freight ments of canned tuna," said Pres James A. Lane, in announcing move.

Southern California Canned Fish Markets

Quoted, F.O.B. Pacific Terminals at presstime.

TUNA—
Advertised Brands:

White Meat, Fancy	$16.00
White Meat, Chunks	$14.00
Light Meat, Fancy	$15.10-$15.25
Light Meat, Chunks	$13.00-$13.25
Light Meat, Grated	$ 9.60-$ 9.80

Private Label:

White Meat, Fancy	$14.00-$14.50
Light Meat, Fancy	$13.50-$13.75
Light Meat, Chunks	$12.00-$12.50
Light Meat, Grated	$ 9.60
Dark & Light	$ 7.50-$ 8.00

MACKEREL—

Pacific, tall, nat	$ 8.50*
Jack, tall, nat	$ 8.00-$ 8.50

*None available

SALMON MARK

This is no time to write of s markets—*let alone prices.*

At presstime no major packing been done; and the small amou 1953 salmon which had been c was of the fancy rather than staple type.

While early Columbia River were marketed readily at $20 t for fancy, no price had been set Copper River goods at presstime quantity available was small packers were in no hurry to figures, evidently preferring to peek at the probable Bristol pack. Last year the Copper Sockeye sellers may have tak little less than necessary for product, and they were holding-b bit this June.

With months due to pass any real volume of new Pink Chums could be expected, June some fair movement of Chums "corrected" price of $15, which them attractive competitively a $20 Pinks.

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Pink Salmon
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Known to discriminating buyers everywhere
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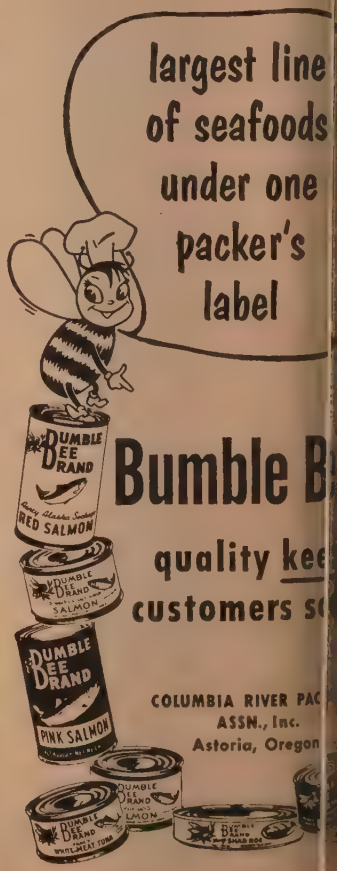

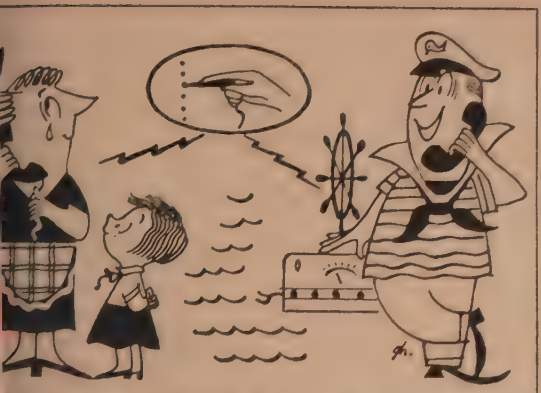

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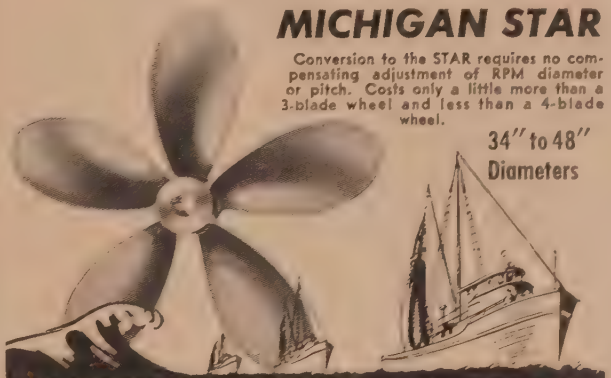

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● By the use of Cyclone Metal Conveyor Belts to carry tuna through automatic processing operations, American fish canneries are able to compete economically with low-cost foreign-canned tuna. Partially-cleaned and frozen fish are delivered right from the boats to the canneries. And here Cyclone Conveyor Belts take over. Production is faster, costs are lower and much hand labor is eliminated.

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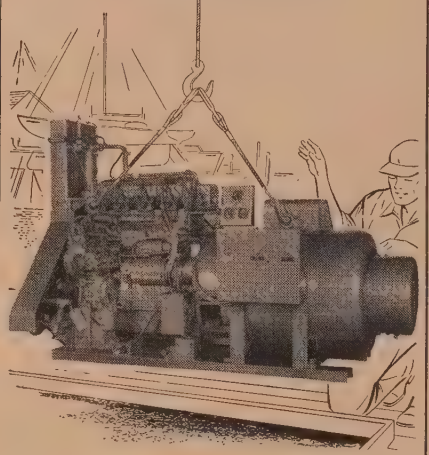

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UNITED STATES MOTORS CORPORATION — US — OSHKOSH, WISCONSIN

"Killing the Cook"— Three Puget Variations

"Killing the cook" on canned salmon is particularly important in the case of Sockeyes in order to protect the high color of the fish—a factor of real importance in its marketability and the maintenance of fancy quality. Slow cooling has been found to fade this color, and Puget Sound canneries are specially interested in bringing the processed cans to cool condition as rapidly as possible.

Practice varies widely among plants, as these three instances with evidence:

Fishermen's Packing Corporation, Anacortes, sends its cans hot from the retort through a series of high-pressure cold-water sprays, which serve to wash any fish or grease from the hot cans. Then the coolers are conveyed through an extremely long cold water tank, at the end of which they are stacked to dry before being run through the caser.

Whiz Fish Products Co. at La Conner floods its retorts with cold water upon completion of the cook; allows the cans to remain in the chilled retort for a time; and then cases them promptly. As rapidly as casing is completed, the cans are hauled by truck to Anacortes for warehouse—cooling further during the truck ride. At the end of a day's run, which may aggregate close to 6,000 cases, there will be no more than a retort load of canned salmon about the cannery.

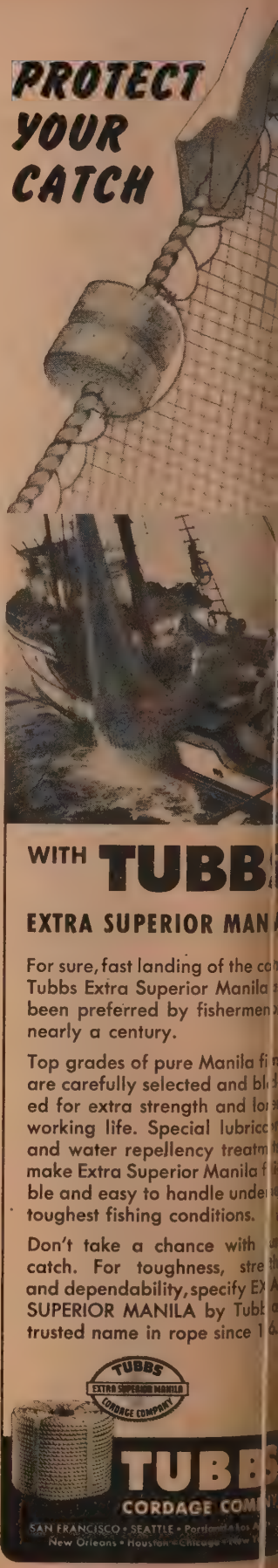
New England Fish Co. at Everett has a second and shorter tank above its cooling tank. When cans are to be cooled, ice from the plant's abundant store is put in this upper tank and water for the can-cooling tank is run through the ice before overflowing to the lower tank where the cans are chilled. The use of ice water for can cooling "kills the cook" right now.

Westport Cannery Has Unusual Live Crab Tank

From 600 to 700 dozen crabs can be kept alive for a week or more in a unique tank used at the Pacific Pearl Sea Food, Inc., cannery in Westport. Crabs, according to Ernie Fields, manager of the plant, are kept fresh through sea water pumped through the tank. The tank was built from a truck body with heavy timbers across the old open end.

"Sand Dabbers" Golf

"Sand Dabbers," Southern California's rapidly-growing organization of fresh and frozen fish distributors, wholesalers and allied interests, held its largest meeting to date recently at the Lakewood Country Club, Long Beach, when more than 150 sat down to dinner after an afternoon of golf. Elmo Jack was chairman, and Morris Stitz, Long Beach, was chairman of the golf tournament.



Herring Can Be Sardines Now

ize limit on herring packed as s was removed temporarily at action of the Food and Drug stration in May.

the Maine sardine canners won nding victory, and the way ared for them to pack large es of herring in talls and ovals effort to capture the markets d by California sardine pack- he failure of that fishery.

nly stricture is that herring in total length must be "LARGE SARDINES" when d as sardines.

ears Food and Drug Admin- rules have permitted herring 9" total length to be canned nes; but have forbidden such ion for herring above this size

Maine canners didn't like this ointing out bitterly that Cali- anners were permitted to pack pilchards of any length as sardines. Food and Drug had difficulty in defending its position logically, and in May relaxed the ruling in favor of the Maine operators, but on a temporary basis until the "standards of identity" hearings forecast in *Pacific Fisherman* for June (Page 15) can be held and standards promulgated.

The Maine industry has undoubtedly won a victory, but it *could* backfire. There can be no doubt but that British Columbia canners, who during the war packed millions of cases of herring in tomato sauce have been readying their plants again. Now that they can label their product "LARGE SARDINES" their marketing problem in the United States undoubtedly will be simplified.

California has substantial quantities of herring also. While some have been canned in the past, it has been as "herring." They can be "LARGE SARDINES" now.

ge C. Sunde, Fishery y Dealer, Dies

ishing industry lost an old with the recent passing of C. Sunde, long time president e & d'Evers Company, pioneer supply house in Seattle.

as born in Seattle shortly be- turn of the century and had for the firm founded by his ince he was a boy. He became the firm in 1936.

unde, in addition to his duties firm, found time to be active affairs, was a member of the Chamber of Commerce, the the Sons of Norway.

d been ill for some time with condition, and is survived by , George W., O. Loel, Carl J. las E. and Robert L. and a rs. Viola Hansen.

of the boys are active in the , George, Loel and Douglas, at the moment the latter is in the Army.

alt Herring ss Is Improved

lified process for dry-salting with the use of less salt and s been developed by the staff Fisheries Research Board of in British Columbia.

s of the new process in a ial trial has been reported by M. Carter, director of the Experimental Station, Van- The herring are immersed di- to a tank of saturated brine f being allowed to form their e through contact with dry

ine is kept saturated by an external mixing and circulating system.

Customers in the Orient who received a shipment of the mechanically-brined herring along with the usual salted fish could not tell the difference between them.

Nahcotta Moorage Plan Stirred by Swap Idea

Hopes for a moorage basin at Nahcotta, Wash., are being revived as Port of Peninsula officials report favorable reception for their plan to get title to the property in exchange for state land.

Plans are to have the state legislature authorize an exchange of 90 acres from the Long Island state oyster reserve for private oyster ground north from the Nahcotta dock. The state then would make the area available for the moorage basin, which would provide a safe anchorage for the many boats and barges engaged in the oyster business.

Preliminary approval has been given to the Nahcotta moorage basin plans by the army corps of engineers office at Seattle.

The Tokeland dock was repaired late in November and early in December at a cost of $3,300. Work included replacement of stringers, guardrail and decking and strengthening the breakwater dolphines and redriving fender piling.

Castagnola Bros. of Santa Barbara, owners of the new Caterpillar-powered **Cecelia** and other fishing boats, recently purchased some 500 of the Spongex floats, manufactured by the Sponge Rubber Products Co. of Shelton, Conn. and distributed by C. J. Hendry Co. The floats were Number Ones, 3½x6.

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California Fish Groups Beat Adverse Legislation

Despite strong opposition from well-organized sportsmen's groups, Southern California's commercial fisheries suffered no defeats expected to hamper operations at the special session of the California state legislature, which closed early in June.

Yellowtail bill, which would prohibit taking of yellowtail in Mexican waters by prohibiting its sale in California, was defeated. Commercial boats may continue to bring in yellowtail as for the past many years.

The Anchovy bill, which would have prohibited taking of anchovies for canning anywhere south of Pt. Arguello to the Mexican border, was amended to provide that no anchovies for canning purposes could be taken within three miles of the coast in all districts south of Pt. Mugu. (Although not signed by the governor at presstime, the amended bill was concurred in and passed by both houses.)

An attempt by sportsmen's group during the latter part of the session to ban taking of Pacific mackerel and sardines for two years was killed in Senate committee.

Of a four-point program sponsored by sportsmen and backed by the Fish & Game Commission, only a portion of one received approval of the legislature. This eliminated kelp bass and certain other fishes from commercial sale. The four points included:

1. To eliminate yellowtail and certain other fishes from commercial sale.
2. To close Southern California waters to purse seiners during the summertime.
3. To open presently closed areas to purse seiners during the winter.
4. Management program for sardines and mackerel as a conservation measure.

On the latter point a substantial agreement was reached by all factions, who agreed some form of management was advisable and necessary. There was sharp disagreement however, as to who should be the management agent.

Sal Billante, well known San Francisco purse seine boat skipper, and owner of a hook-and-line boat, has repowered that craft with a new Chrysler Crown purchased from and installed by Boicelli & Boss, Fishermen's Wharf. Sal also bought an Aqua Clear feeder.

Something New In Oyster Stew

The trend toward canning o in the form of stew took a new early this summer when Wie Bros. of Ocean Park, Wash., br out "Bite-Size Oyster Stew" the firm's long-established "Tide label.

The product might better be "oyster stew stock," as it consi small oysters machine-sliced, canned with the addition only o ter, salt and monosodium gluta

Recipe recommendation call the addition of two parts of m the prepared oysters.

The consumer package of st a ¼-lb. tuna can, net weight 3.5 and wholesaling at $1.95 per "Tidepoint" oyster stew also is p in 4-lb. salmon tins for institu trade at $12.60 per doz.

Calif. Frozen Food Men Form Council

"Frozen Food Council of Sou California" has recently been f with headquarters in Los Angel is composed of food brokers, incl those handling fishery product cording to Robert L. Brechbill, man, public relations comm Among other lines, Mr. Brechl distributor in the Los Angeles n politan district for Bumble Bee tuna, salmon, and other produc

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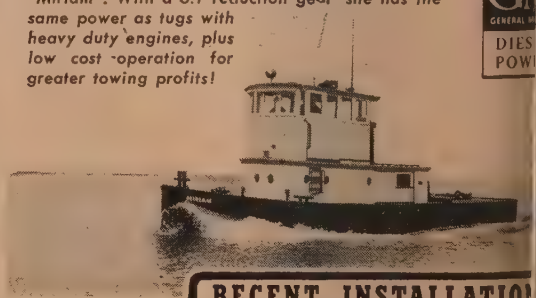
For Diesel, it's GUNDERSON BROS.!

Al Bernert of Sheppard Towing, St. Helens, Oregon, chose twin GM Diesel 6-71s for the 60-ft. towboat "Miriam". With a 6:1 reduction gear she has the same power as tugs with heavy duty engines, plus low cost operation for greater towing profits!



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Smith Construction, Stevenso One 6220ORA
Weyerhaeuser Timbe Raymond Wash One 6220ORA
Western Transportat Portland, Ore. One 6220ORA

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"PF" HELPFUL IN GREECE

N. A. Paraskevaides of Athens, Greece, writes *Pacific Fisherman* ıe following letter, which is reproduced here with pride as un-›licited evidence of the world-wide readership of this journal, and the esteem in which it is held beyond the seas as well as in the nited States.

"I have been a regular reader of your periodical 'Pacific Fisher-an' for many years and have found it helpful in my business.

"My business is large-scale fishing.

"I am contemplating building a large refrigerated storage plant. owever, I am not acquainted with the latest developments in this ld.

"I would appreciate it beyond words if you could furnish me with y information concerning the construction and merits of a refrig-ation plant to be used for storing fish.

"The plant would be built on land and will have a capacity for proximately 30 tons."

C. Salmon Carryover July 1 imated at 274,000 Cases

over of British Columbia salmon from the 1952 season 629,000 cases April 30, and negotiated with the United n will reduce this to 424,000 cording to the Fisheries As-n of British Columbia.

rs believe that during May e sales will be 150,000 cases, ould bring the estimated car-at June 30 to 274,000 cases. rs estimates of the 1953 pack 50,000 cases, counting 350,000 ckeye, 650,000 cases Pinks, cases Coho and 300,000 cases With the 1952 carryover, ap-ely 1,724,000 cases will be for sale, if present estimates urate. This is considerably an the market has been able b in recent years.

Harrison, director of B. C. Ltd., and spokesman for the in negotiations with the fish-said domestic sales can be er 900,000 cases only by in-romotion and advertising and ive pricing.

some advertised brands of nned salmon are selling at se, Mr. Harrison says some has been priced at $28. stores in the East, he says, n retailing canned Sockeye at f-pound can, or $31.60 a case. o brand Pinks have been $15 per case. Chums have ng for less, and Coho prices ning.

arrison is doubtful whether will buy much salmon from next year and if it does the l be "tight." Belgium, the ies and South Africa do not take Sockeye or Coho, only Chums and Pinks; and in Belgium Pinks have been selling at $13.50 a case, fob Pacific Coast.

The United States, according to Mr. Harrison, is about the only substantial export market left open. Canadian Pinks cannot successfully compete in the United States, protected by the 15% duty, except under special conditions, according to Mr. Harrison.

African Pilchard Catch Held to 500,000 Tons

The South African pilchard industry is reported voluntarily to have limited its catch to 500,000 tons annually, of which half is to be taken in the Cape of Good Hope area and half at Walvis Bay, Southwest Africa. No additional boats will be permitted beyond the 250 now operating.

This limitation is expected to prevent depletion of the fishery, which in 1952 broke all records with an oil output of 21,970 tons and meal to the amount of 85,704 tons.

R. F. C. Bids in Two Monterey Sardine Plants

Two Monterey fish canneries were auctioned off last month for about seven cents on the dollar value.

The Monterey Fish Products Co., and Central Packing Co., once reported to be valued at $472,000 were auctioned off, and bought by the Reconstruction Finance Corporation for $68,000.

The firms were owned by Frank Lucido and a number of other stockholders, most of them members of the Lucido family.

ONAN *Announces*

Two New Diesel

Marine

ELECTRIC PLANTS

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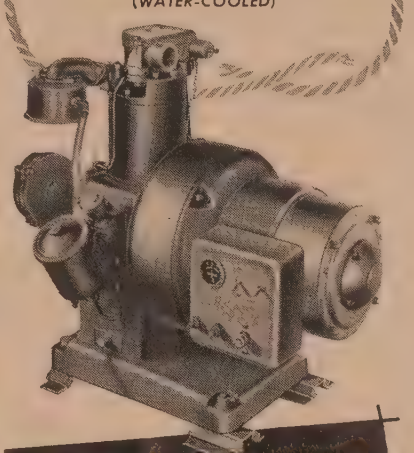

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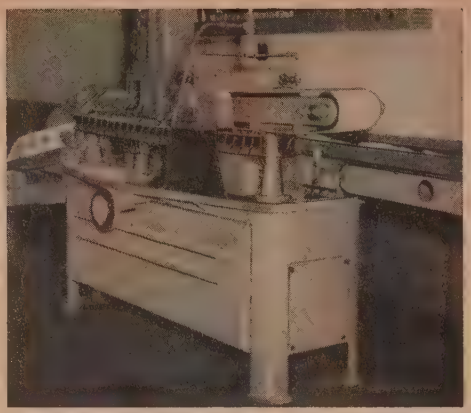

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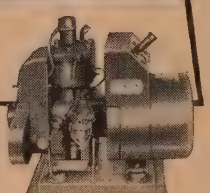

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up view of a Japanese King crab trawler at work on Bering Sea. Picture taken from the American trawler *Deep Sea*.

panese Canning Salmon n High Seas This Year

ed salmon will be the most im- product of the current Japa- iftnet expedition to the North west of the 175th meridian. al advices to *Pacific Fisher-* m Japan say that the *Appare* the principal unit in the Japa- eet, and that she has been ith a line of ½-lb. canning ma- as well as with refrigeration zing that portion of the catch nably Chums) which can be d to best advantage in that

ro Gyogyo Kaisha prospectus ing said that it was expected a total of about 9,416,000 lbs. on in the North Pacific this of which about 5,658,000 lbs. e frozen or "mild-salted" and nce used for canning an ex- ack of 30,000 full cases of 8 alves.

expedition was scheduled to 43 vessels: one mothership, 4 rs, 34 "self-navigating drift- and 4 "investigating boats." *ppare Maru* was purchased by last December and has been led at the Shimonoseki yard ubishi Shipbuilding Co. Her nnage is 5,600 and she has a eezing capacity of 36 tons of h 3,000 cubic meters of cold space beside 7,400 tons of cargo and her canning line. freighters" will vary in char- acter, but Nichiro's prospectus has this to say of two of them:

"The pelagic tuna fishing business of our base on Kurihama is a stable and profitable one. However, in view of recent increase in the size of the boats from the 150-ton type to the 400 to 500-ton class, and from the necessity in our case of an adequate refrigerated transport service for salmon from the North Pacific Ocean in summertime, we are now (early spring) constructing two 415-ton steel boats. One of them will be completed April 30, 1953, and the other May 10, 1953. Each will have cold storage space of 390 cubic meters."

M. L. Skaret, new chief of Washington fisheries patrol.

Norfish Gets Gorton Canned Seafood Line

Norfish Sales Co., Oakland, Calif., has been appointed northern California distributor for the Gorton-Pew canned sea food line, according to Neil and Gilbert Taylor, partners in the company.

Bill Dooms is manager of the canned sea food department for Norfish Sales Co. The Gorton-Pew line includes canned codfish cakes ready to fry, flaked fish, kippered herring, clam chowder, salt codfish, and salt mackerel fillets.

M. L. Skaret to Head Washington Fish Patrol

The appointment of Morest L. Skaret as state supervisor of fisheries patrol has been announced by Robert L. Schoettler, director of the Washington State Department of Fisheries.

Skaret is presently a Lieutenant Commander in the Coast Guard and will be released by the service to take over the responsbilities of the patrol office.

He has lived in Seattle most of his life and at one time was a partner in a fishing vessel and has been a working fisherman.

Skaret, before his wartime service in the Coast Guard was a member of the Seattle police force and returned to that work after the war. He was called back into the service and has been in the Seattle district Coast Guard office for some time.

Fish Seller Urges Bleeding and Killing

C. Miles Reinke, head of Reinke & Amende, Inc., Los Angeles seafood and shrimp dealers, believes fishermen can help themselves and improve the market for their product by killing and bleeding fish as soon as caught.

Mr. Reinke comments: "Dealers, able to obtain fresh or frozen fish that has been bled and cleaned when caught, experience little or no difficulty in selling all they can obtain, as against those who attempt to sell poor quality at lower prices."

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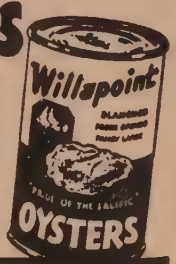

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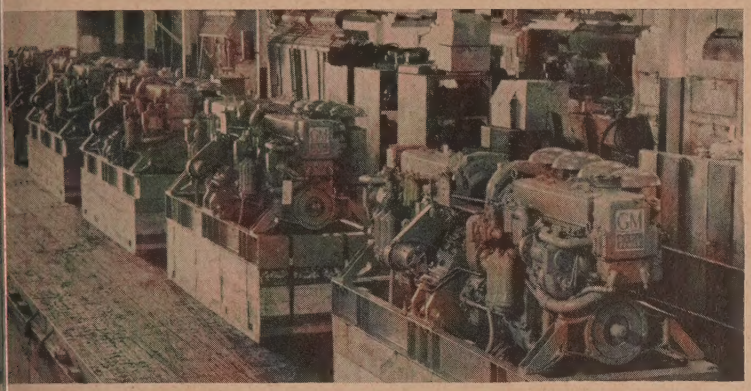

for shipment at the factory are five of Detroit diesel's new "6-110" tandem-twin diesels. Some of the engines shown here were to West Coast Engine & Equipment Company, Berkeley, Calif.

Smith Joins Seattle Cooper-Bessemer

tment of Todd W. Smith to its Washington office has been an- by Stanley E. Johnson, Vice Pres- The Cooper-Bessemer Corporation, ernon, Ohio. The assignment as l engineering representative will the direction of C. R. Jones, Manager of Cooper-Bessemer's of- warehouse facilities in Seattle. anical engineering graduate from y of Toronto, Mr. Smith has been associated with this engine and compressor builder at its engineering and manufacturing plant in Mount Vernon, Ohio. Prior to this service, he was an engineer with Ford Motor Company.

During World War II, Mr. Smith served over five years in the RCAF. He saw service as a pilot in Canada, England, India and Burma.

Mr. Smith's activities will be devoted principally to the engineering application of heavy internal combustion engines, as well as compressors and pumps in the northwest sector of this country.

Stakelbeck Elected Director Of Sharples Corporation

G. J. Keady, president, announces the election of Fred W. Stakelbeck, to membership on the Board of Directors of The Sharples Corporation, Philadelphia, centrifugal and process engineers.

Stakelbeck, a graduate of Drexel Institute of Technology, joined the company in 1934, and served in Sharples sales office in Chicago, Dallas and Cleveland, prior to being made Works Manager in 1943. In 1950 he was elected Vice President in charge of production.

Lister Diesels Featured In National Supply Bulletin

Bulletin No. 5204 just released by The National Supply Co. Engine Division, Springfield, Ohio, describes the Lister Models FR1, FR2, and FR3, 4-cycle, stationary diesel engines. The 4-page folder gives engine dimensions, weights and technical data on these 1500 and 1800 rpm, 8 bhp to 27 bhp, one to three cylinder units.

The FR engines have chrome-hardened cylinder liners, individual fuel-injection pumps for each cylinder, and oversize crankshafts. High and low compression ratios, for easy starting and normal running, respectively, are selected by spring-loaded levers.

Continental Buying Shellmar

Sale of the flexible packaging business of Shellmar Products Corp. to Continental Can Company, Inc. has been approved by the directors of the two companies.

Shellmar's Flexible Division is a leading converter of cellophane, polyethylene, pliofilm, acetate, foil, and various laminated and coated products, with plants at Mt. Vernon and Zanesville, Ohio; Southgate, Calif.; and Columbus, Ga.

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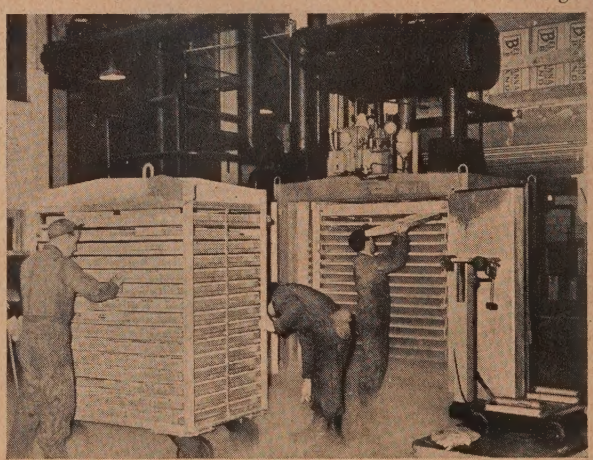

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